U.S. Department of Transportation

# Memorandum

**National Highway Traffic Safety Administration** 

02 OCT -9 AM 9:52

3A · 01 - 10

Subject:

Reporting of Information about Foreign Safety Recalls

Docket No. NHTSA-2001-10773

Date:

OCT

8 2002

From:

Lloyd S. Guerci

Assistant Chief Counsel for Litigation

Reply to Attn. of:

To:

Docket

The enclosed documents are submitted for inclusion in the docket.

Please title this entry "Examples of notifications of foreign recalls and campaigns submitted to NHTSA after Nov. 1, 2000".

#

**Enclosures** 



## Audi of America, Inc.



01 not 10 PH12: 03

3800 Hamlin Road Aubum Hills, MI 48326 Tel. (248) 754-5000

DEFECTS INVESTIGATION

October 3, 2001

Mr. Kenneth N. Weinstein
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590

Subject:

Notification of Recall Pursuant to CFR49, Part 573 2000/2001 Model Year Audi TT quattro Vehicles Rear Track Control Arm

Dear Mr. Weinstein:

This information is submitted in accordance with the requirements of Part 573 of Title 49 of the code of Federal Regulations:

573.5 (c) (1) Manufacturer's Name

Audi AG

Importer

Volkswagen of America, Inc. (VWoA)

573.5 (c) (2) Identification of Vehicles

Make

: Audi

Line

: Audi TT quattro

Model Years

: 2000 and 2001

Month/Year

of Manufacture

: September 1998 to March 2000

VIN Range

: Audi TT quattro

TRU\_\_\_8N\_Y1000344

- TRU \_ \_ 8N\_Y11001578

Other Identification: Not Applicable

573.5 (c) (3) Number of Vehicles Potentially Containing the Defect

Approximately 3,700 vehicles.

573.5 (c) (4) Percentage of Vehicles Estimated to Contain the Defect

Cannot be determined.

Mr. Weinstein October 3, 2001 Page 2 of 2

**Description of Defect** 573.5 (c) (5)

> The defect involves the rear track control arms of Audi TT quattro (4-wheel drive) vehicles as shown in Attachment A. Moisture could enter the control arm's mounting bushing and bolt combination and cause corrosion Corrosion could impede the free movement of the control arm.

573.5 (c) (6) **Basis for Determination** 

> Audi AG received 26 complaints from vehicle owners world wide alleging loud rear axle noises, mainly while driving at low speed. Investigations of these complaints revealed the presence of corrosion. No complaints have been received from US or Canadian Audi TT owners.

Noncompliance Test Result 573.5 (c) (7)

Not applicable

Proposed Remedial Program 573.5 (c) (8)

> Audi of America, Inc. will initiate a voluntary safety recall campaign instructing authorized Audi dealers to replace the affected track control arms. Notifications are anticipated as follows:

Dealers:

On or about October 12, 2001

Owners:

On or about October 20, 2001

Submission of Communications 573.5 (c) (9)

> A representative copy of all bulletins and other communications will be sent within five (5) days of owner notification.

Other Countries

36,000 vehicles, including 13,000 Audi A3 quattro and S3 quattro vehicles are not sold in the United States or Canada, delivered in Europe and Japan are also being recalled.

573.5 (c) (10) Proposed Owner Letter

> A copy of the proposed owner letter will be sent to the NHTSA for review not later than five (5) days prior to its mailing.

Manufacturer's Recall Code 573.5 (c) (11)

Audi of America, Inc. has assigned the code "LL" to this recall.

Sincerely,

Kip Kriigel

Director

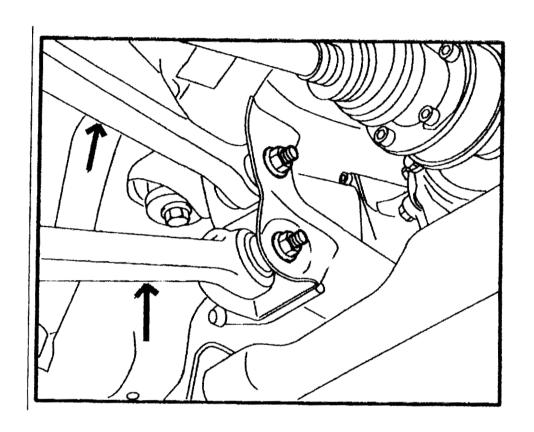
Technical Service

140 luigel

Attachment

# Recall Code "LL"

# Attachment A



01 F-01 9

February 13, 2001

Mr. Kenneth N. Weinstein Associate Administrator for Safety Assurance NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION U.S. Department of Transportation 400 7th Street, SW Washington, DC 20590



RE: Worldwide Recall Campaign - Rear Brake Caliper Support 2001 BMW F 650 GS Motorcycles

Dear Mr. Weinstein:

This notice is sent on behalf of BMW AG to advise you of a worldwide BMW safety recall campaign.

This campaign involves the rear brake caliper support of certain BMW F 650 GS motorcycles and is identical, in terms of model designation, inclusive dates of manufacture, nature of defect, chronology of principal events leading to defect determination, and remedy, to the campaign being initiated by BMW of North America. LLC in the United States, with our Part 573 report dated February 13, 2001.

This campaign is applicable to all BMW F 650 GS vehicles produced within the applicable inclusive dates of manufacture and marketed worldwide. Please note that the total number of potentially affected vehicles worldwide is approximately 17,000. This amount includes the total (1,183) of potentially affected vehicles in the US, as reported in our referenced Part 573 submission.

Company

BMW of North America, LLC

**BMW Group Company** 

Office address One BMW Plaza Montvale, NJ 07645

> Telephone (201) 573-2069

Fax (201) 782-0764 Sincerely.

Karl-Heinz Ziwica General Manager

**Environmental Engineering** 





1111-0707

May 21, 2001

Mr. Kenneth N. Weinstein Associate Administrator for Safety Assurance NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION U.S. Department of Transportation 400 7th Street, SW Washington, DC 20590

RE:

Worldwide Recall Campaign - Brake Booster Attaching Nut

2001 BMW X5

Dear Mr. Weinstein:

This notice is sent on behalf of BMW AG to advise you of a worldwide BMW safety recall campaign.

This campaign involves the brake booster attaching nuts on certain BMW X5 vehicles and is identical, in terms of model, inclusive dates of manufacture, nature of defect, chronology of principal events leading to defect determination, and remedy, to the campaign being initiated by BMW of North America, LLC in the United States, with our Part 573 report dated May 21, 2001.

This campaign is applicable to all BMW X5 vehicles produced within the applicable inclusive dates of manufacture and marketed worldwide. The total number of potentially affected vehicles worldwide is 88. This amount includes the total (36) of potentially affected vehicles in the US, as reported in our referenced Part 573 submission.

Sincerely

Company BMW of North America, LLC

BMW Group Company

Office address
One BMW Plaza
Montvale, NJ 07645

Telephone (201) 573-2069

Fax (201) 782-0764

*γα: γγ*.

Karl-Heinz Ziwica General Manager

**Environmental Engineering** 





May 21, 2001

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
U.S. Department of Transportation
400 7<sup>th</sup> Street, SW
Washington, DC 20590

RE: Recall Campaign – Brake Booster Attaching Nut 2001 BMW X5

Dear Mr. Weinstein:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573.

Pursuant to Section 573.5 (c) of the above, we submit the following information.

1. Manufacturer: Bayerische Motoren Werke AG (BMW AG)

Designated Agent: BMW of North America, LLC

Woodcliff Lake, NJ 07677

2. Make: BMW

Model Year/Model Inclusive dates of manufacture

2001 X5 03/08/01 - 03/11/01

- 3. The number of vehicles potentially containing the defect is 36.
- 4, The percentage of vehicles estimated to actually contain the defect is less than 5%.
- 5. The potential defect involves the attachment of the vacuum brake booster and brake pedal assembly in the affected vehicles. Due to an assembly error during vehicle production, either of two self-locking nuts (or both) that secure the pedal assembly to the booster may have been cross-threaded on the booster studs that protrude through the firewall. In such a case, the nut(s) would not be fully seated on the stud(s).

If this occurred, the effective brake pedal travel could be reduced due to relative movement between the pedal and booster. Braking performance while driving could be adversely affected. In addition, it is possible that the booster could develop a leak after an extended period of time. This could result in a reduction in brake power assist.

#### Company BMW of North America, LLC

BMW Group Company

Office address One BMW Plaza Montvale, NJ 07645

> Telephone (201) 573-2069

Fax (201) 782-0764







- 6. BMW initially became aware of this potential problem in March 2001, during quality control inspection procedures at the assembly plant. Subsequent investigation and analysis resulted in identification of the potential consequences, as well as determination of the range of affected vehicles.
  - BMW has received no reports, nor is BMW otherwise aware of any accidents or injuries resulting from this potential defect.
- 7. Not applicable.
- 8. BMW will conduct a recall campaign to inspect the two lock nuts to determine if they are properly seated. If the nuts are not fully seated or are cross-threaded, the brake booster will be replaced.
  - BMW expects to begin and complete owner notification by the end of June 2001.
- 9. A draft copy of the Service Information bulletin is being prepared and will be submitted when available.
- 10. A draft copy of the owner notification letter is attached.
- 11. Not applicable.

Sincerely,

Karl-Heiriz Ziwica General Manager

**Environmental Engineering** 

Attachment

# DRAFT

June 2001

Recall Campaign No. 01V-XXX, BRAKE BOOSTER ATTACHING NUT

#### Dear BMW Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

BMW AG has decided that a defect which relates to motor vehicle safety exists in certain 2001 Model Year X5 sport activity vehicles. Our records indicate that you are the owner of a potentially affected vehicle.

#### **DESCRIPTION OF DEFECT**

The potential defect involves the attachment of the vacuum brake booster and brake pedal assembly. Due to an assembly error, one or both self-locking nuts that secure the pedal assembly to the booster may have been cross-threaded on the booster studs that protrude through the firewall. In such a case, the nut(s) would not be fully seated on the stud(s).

If this occurred, the effective brake pedal travel could be reduced due to relative movement between the pedal and booster. Braking performance while driving could be adversely affected. In addition, it is possible that the booster could develop a leak after an extended period of time. This could result in a reduction in brake power assist.

In such cases, depending on traffic conditions and the driver's reactions, a crash could occur.

#### **PRECAUTIONS**

- 1. CONTACT YOUR AUTHORIZED BMW X5 SAV CENTER IMMEDIATELY TO HAVE THE NECESSARY INSPECTION/REPAIR PERFORMED AS SOON AS POSSIBLE.
- If brake pedal travel increases significantly during brake application, or if there is a significant reduction in brake power assist, pull off the road to a safe location. Contact BMW Roadside Assistance at 1-800-332-4269 immediately to have your vehicle brought to the nearest BMW X5 SAV center.

3. If you are not the only driver of this vehicle, please advise all other drivers of this important information.

#### DESCRIPTION OF INSPECTION/REPAIR

The two lock nuts will be inspected to determine if they are properly seated. If the nuts are not properly seated or are cross-threaded, the brake booster will be replaced.

This inspection will require approximately 30 minutes. Replacement of the brake booster will take an additional three hours. The inspection/repair will be performed *free of charge* by your Authorized BMW X5 SAV center. Additional time may be required depending on the center's scheduling and processing.

#### OTHER INFORMATION

If you are no longer the owner of this vehicle, we would appreciate your furnishing us with the name and address of the new owner, using the enclosed postage-paid card.

Should you have any questions about this campaign, please contact your Authorized BMW X5 SAV center.

We appreciate your confidence in our product, and we wish to do everything we can to retain your confidence. Should you need additional assistance, you may contact BMW Customer Relations at 1-800-831-1117.

If the BMW center is unable to remedy the defect without charge or within a reasonable period of time, you may notify the Administrator of the National Highway Traffic Safety Administration, Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236.

BMW OF NORTH AMERICA, LLC

011-086

RECEIVE (010193) \_
CHENY 25 AN 9: 26

OFFICE
DESCRIPTION

May 22, 2001

Mr. Kenneth N. Weinstein Associate Administrator for Safety Assurance NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION U.S. Department of Transportation 400 7th Street, SW Washington, DC 20590

RE: European Recall Campaign - Rear Tire Sidewall Defect

1998-2001 BMW R 1100 RT-P Police Motorcycle

Dear Mr. Weinstein:

This notice is sent on behalf of BMW AG to advise you of a safety recall campaign being implemented in Europe.

This campaign involves certain Dunlop brand Sportmax A rear tires on certain BMW R 1100 RT-P police motorcycles and is identical, in terms of model designation, inclusive dates of manufacture, nature of defect, chronology of principal events leading to defect determination, and remedy, to the campaign being initiated by BMW of North America, LLC in the United States, with our Part 573 report dated May 22, 2001.

This campaign is applicable to all BMW R 1100 RT-P police motorcycles produced within the applicable inclusive dates of manufacture and marketed in Europe. Dunlop France has advised us that, although the potentially affected tires were produced for the US market, not more than 75 such tires may have been sold in Europe.

Sincerely

Company BMW of North America, LLC

**BMW** Group Company

Office address One BMW Plaza Montvale, NJ 07645

Telephone (201) 573-2069

Fax (201) 782-0764

Karl-Heinz/Ziwica General Manager

Environmental Engineering





May 22, 2001

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

RE: Recall Campaign – Rear Tire Sidewall Defect MY 1998-2001 BMW R 1100 RT-P Police Motorcycle

Dear Mr. Weinstein:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573.

Pursuant to Section 573.5 (c) of the above, we submit the following information:

Manufacturer: Bayerische Motoren Werke AG (BMW AG)

Designated Agent:

BMW of North America, LLC Woodcliff Lake, New Jersey 07677

2. Model Year/Make/Model

Inclusive dates of manufacture

1998-2001 BMW R 100 RT-P

10/1997 - 12/2000

3. The number of vehicles potentially containing the defect is 990. However, this campaign involves a limited production range of a specific replacement rear tire that may have been installed on some of the vehicles. This rear tire is specified for use only by the California Highway Patrol (which operates approximately 650 such vehicles), but may also have been installed on some potentially affected vehicles in other law enforcement jurisdictions. Thus, it is not possible to accurately identify and state the number of affected tires and vehicles.

Based on the rapid frequency with which tires on law enforcement motorcycles are typically replaced, due to mileage accumulation and damage from road hazards (potholes, stones, etc.), we believe that the number of potentially affected vehicles currently equipped with the affected tires is relatively small (i.e., less than 100). However, all of the potentially affected vehicles will be involved in the notification campaign.

- 4. The percentage of affected tires estimated to actually contain the defect is 10 30%.
- 5. The potential defect involves the sidewall area of the Dunlop brand Sportmax A rear tire, size 160/60 ZR18, which may have been installed on some of the affected vehicles as replacement equipment (not as original equipment). The campaign is limited to those Sportmax A rear tires having date stamps of 189, 199, or 209. Sportmax A rear tires with different date stamps, and the Dunlop brand Sportmax A front tire are not affected by this campaign.

Company BMW of North America, LLC

BMW Group Company

Office address One BMW Piaza Montvale, NJ 07645

> Telephone (201) 573-2069

Fax (201) 782-0764







It is possible that, during production of the affected tires, areas of reduced adhesion on the tread reinforcing cushion strips may have resulted from a process deviation. This could lead to localized separations and blisters where the tread joins the sidewall, during vehicle operation. The affected area is above the 2-ply carcass; thus, a sudden loss of air pressure due to this problem is not likely to occur.

If this problem occurs, the rider may initially notice a vibration of the rear tire. Depending on the degree of blistering, vehicle handling could also be affected. Continued operation of the vehicle over a long period of time could lead to further weakening of the sidewall area and cause a further, gradual deterioration of vehicle handling.

The affected tires were manufactured by:

**Dunlop France** 

BP 3246

Fax:

Phone: 33 (0)470023889

Rue de Pasquis

33 (0)470023893

03106 Montlucon Cedex

France

BMW initially became aware of this potential problem in February 2001, through field reports 6. of sidewall bulges, blisters and/or localized tread/sidewall separations on some of the affected tires. None of the reports involved loss of air pressure or accidents due to this problem.

Subsequent physical and chemical analysis by Dunlop France, as well as review of quality control records, identified the manufacturing problem and the affected production time period.

BMW has received no reports, nor is BMW otherwise aware, of any occurrences of tire pressure loss, accidents, or injuries resulting from this potential defect.

- 7. Not applicable.
- BMW will conduct a recall campaign to inspect the tires for production date and, if 8. necessary, replace affected tires on the involved vehicles.

BMW expects to begin and complete owner notification by the end of June 2001.

- 9. A draft copy of the Service Information bulletin will be submitted as soon as available.
- 10. A draft copy of the owner notification letter is attached.

11. Not applicable.

Sincerely.

Karl-Heinz**Z**iwica General Manager

Environmental Engineering

Attachment

# DRAFT

June 2001

Recall Campaign No. 01V-XXX, REAR TIRE SIDEWALL DEFECT

#### Dear BMW Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

BMW AG has decided that a defect which relates to motor vehicle safety exists in certain 1998-2001 BMW R 1100 RT-P police motorcycles with Dunlop brand Sportmax A 18-inch rear tires. Our records indicate that you are the owner of a potentially affected vehicle.

#### **DESCRIPTION OF DEFECT**

The potential defect involves the sidewall area of the Dunlop brand Sportmax A rear tire, size 160/60 ZR18, manufactured by Dunlop France, which may have been installed on some of the affected vehicles as replacement equipment. The campaign is limited to those Sportmax A rear tires having date stamps of 189, 199, or 209. Sportmax A rear tires with different date stamps are not affected by this campaign. The Dunlop brand Sportmax A front tire is not affected by this campaign.

It is possible that, during production of the affected tires, areas of reduced adhesion on the tread reinforcing cushion strips may have resulted. This could lead to localized separations and blisters where the tread joins the sidewall, during vehicle operation. The affected area is above the 2-ply carcass. Thus, a sudden loss of air pressure due to this problem is not likely to occur.

If this problem occurs, the rider may notice a vibration of the rear tire. Depending on the degree of blistering, vehicle handling could also be affected. Continued operation of the vehicle over a long period of time could lead to further weakening of the sidewall area and cause a further, gradual deterioration of vehicle handling. In some circumstances, depending on traffic conditions and the rider's reactions, a crash could result.

#### DESCRIPTION OF INSPECTION AND REPAIR

The rear tire will be inspected for production date. If an affected tire is found, it will be replaced.

The inspection will require approximately ten minutes. Tire replacement, if needed, will require an additional one hour. This work will be performed *free of charge* by your Authorized BMW center. Additional time may be required depending on the BMW center's scheduling and processing.

#### **IMPORTANT:**

- 1. CONTACT YOUR AUTHORIZED BMW CENTER IMMEDIATELY TO HAVE THE NECESSARY INSPECTION/REPAIR PERFORMED AS SOON AS POSSIBLE.
- 2. Before the motorcycle is inspected, you can look at the sidewalls of the rear tire for the date stamp (the last 3 digits of the DOT number). If the date stamp is a number other than 189, 199, or 209, the tire is not involved in this campaign. If you are not sure how to read the date stamp, contact your Authorized BMW center for assistance.
  - If the date stamp is 189, 199, or 209, the sidewalls should be inspected before each ride until the recall is performed. If bulges, blisters, or separations in the sidewall area are present, the motorcycle should not be ridden until the recall is performed.
- 3. If you are not the sole rider of your motorcycle, please advise all other riders of this important information.

#### OTHER INFORMATION

If you are no longer the owner of this vehicle, we would appreciate your furnishing us with the name and address of the new owner, using the enclosed postage-paid card.

Should you have any questions about this campaign, please contact your Authorized BMW center.

We appreciate your confidence in our product, and we wish to do everything we can to retain your confidence. Should you need additional assistance, you may contact BMW Customer Relations at 1-800-831-1117, Option #4.

If the BMW center is unable to remedy the defect without charge or within a reasonable period of time, you may notify the Administrator of the National Highway Traffic Safety Administration, Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236.

BMW OF NORTH AMERICA, LLC

# Daewoo Motor America, Inc.

1055 West Victoria Street Compton, CA 90220-8070 Telephone: (310) 884-3332 Fax: (310) 669-2000

Ben Rainwater

# **Fax**

Kenneth N. Weinstein

| То:   | Associate Administrator For Safey Assurance - NHTSA   |           | Vice President, Parts & Service Division |                  |  |
|-------|---|-----------|--|------------------|--|
| Fax : | (202) 366-8065  | Pages:    | 5 (including Cov                         | er Sheet)        |  |
| Phone | •   | Date:     | 05/04/01                                 |                  |  |
| Re:   | TREAD Act   |           |  |                  |  |
| □ Vrg | ent 🗆 For Review 🔲 Please                             | Comment   | ☐ Please Reply                           | ☐ Please Recycle |  |
| • Con | iments:   |           |  |                  |  |
| Dear  | Mr. Weinstein,  |           |  |                  |  |
|       | osed please find our Safety<br>uant to the TREAD Act. | Recall Re | eport – Foreign                          | Country filed    |  |
| Thar  | nk you.   |           |  |                  |  |

## Safety Recall Reporting - Foreign Country Required per 49 CFR section 30166 TREAD Act

Report Date: 4/24/01

Manufacturer: Daewoo Motor Co, LTD

US subsidiary: Daewoo Motor America, Inc. (DMA)

1055 W. Victoria St. Compton, CA 90220

Report Author: Walter Schwarz.

Manager, Product Support

(310) 884-3322

Category: Fuel System

Title: Fuel Filter & Fuel Feed Hose

#### Initial information:

Daewoo of Australia has informed us recently of a Recall Campaign filed with the Australian Transport & Safety Bureau under (voluntary) recall campaign #F117007. A recall bulletin has been issued. Customers and Dealers have been notified.

#### Condition:

Incidents of fuel leakage have been reported on Nubira 2.0 liter models. Investigations have revealed that the Fuel Filter outlet hipple was cracked, or the Fuel Feed Hose to the fuel rail was cracked. High pressure fuel escaping from the leak could create a risk of fire.

#### Cause:

The fuel filter outlet nipple and the Fuel Feed Hose are not flexible enough to allow for engine torque reactions.

#### Remedy:

Fuel Filter and Fuel Feed Hose replacement.

US Vehicle/Component Information:

A substantially similar vehicle and fuel system is sold in the US market, however, the specific components involved in the Australian Recall Campaign are not the same and are not used in the US version which is explained in the details provided below.

Affected Vehicles:

2.0 liter DOHC Nubira

Models:

Nubira 4 Door Sedan. A/T and M/T Nubira Hatchback A/T and M/T

Nubira Wagon A/T and M/T

Model year:

1998 to 2001

Vehicles sold in US: 35,249

a) Fuel filter

Component system:

b) Fuel Feed Hose to the fuel rail

US Warranty Information:

Failure codes:

N73 Fuel leak

Fault code:

R06 Broken/cracked

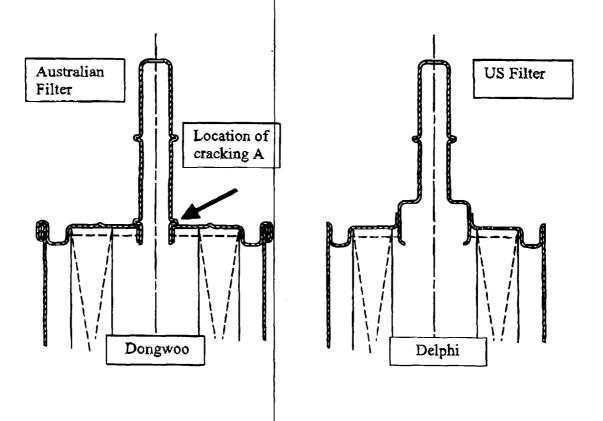
Aggregate number of claims: Zero in the US market

## Reasons why the US models are not affected by this described condition:

# 1. Design differences between Filter Types:

| Specifications       | Filter Use       | d in Australia  | Filter Used in US Models |
|----------------------|------------------|-----------------|--------------------------|
| Supplier             | P/No 96          | 444 649 Made    | P/No 96 298 912 Made     |
|                      | by Dong          | voo             | by Delphi                |
| Exterior Dimensions  | □ <b>5</b> 4.5mn | x 78.5mm        | □55.5mm x 78.5mm         |
| Filter Material      | Steel            |                 | Stainless steel          |
| Surface treatment    | Black pa         | nt after ZnP-B3 | None (stainless steel)   |
| Bottom & Upper Cap   |                  | after adhesion  | Laser welding            |
| Nipple welding       |                  | razing-both all | Laser welding            |
|                      | around           |                 |                          |
| Bottom cap           | SCP x 0.         | 6t              | SUS409 x 0.4t            |
| Upper cap            | SCP x 0.         | 6t              | SUS409 x 0.4t            |
| Filter media         | min area         | 600 micro       | min area: 595 micro      |
| Casing               | SCP x 0.         |                 | Teme 0.6t (Steel+PB Sn)  |
| Nipple               | SCP x 0.         | 7t              | SUS x 0.6t               |
| Adhesives type       | PVC-sol          |                 | PVC-sol                  |
| Nipple shape section | Base uni         | form thin       | Base stepped up thick    |
| Bending test         | Cracking         | in A            | No cracking              |

#### Filter Section:



## 2. Design differences between Fuel Feed Hose Types:

| Specifications                                   | - I | se used in<br>stralia | Hose used in US models |
|--|-----|-----------------------|------------------------|
| Shape, Length and Thickness (Inner & Outer hose) |     |                       | Same                   |
| Part Number                                      |     | 96298911              | 96298912               |
| Inner hose Material                              |     | PA12                  | ETFE(C)+ETFE+PA12      |
| Outer hose material                              |     | Polypropylene /       | Vulcanized EPDM rubber |

#### Conclusions:

#### 1. Fuel Filter

The Fuel Filter installed in US specification Nubira models is considerably different from the Australian Fuel Filter including:

- ♦ Design and Specification
- Manufacturing Supplier
- Casing Materials

The US Fuel Filter (Delphi) passed testing for bending/cracking. Under test conditions and maximum applied stress in the critical areas, the Fuel Filter remained undamaged and functional.

#### 2. Fuel Feed Hose

The basic design (incl. shape and dimension) of the Fuel Feed Hose installed in US specification Nubira models is the same as that used in the Australian Nubira models. However, the Fuel Feed Hose part numbers are different because the inner hose material for U.S. specification models is different to obtain better evaporative permeation performance.

Based on the information provided in this report, neither Daewoo Motor Co, LTD nor Daewoo Motor America, Inc are considering recall action for Nubira models sold in the US market. DMA has not received any warranty claims for cracked Fuel Filters or cracked Fuel Feed Hoses.

## **DAIMLER CHRYSLER**

December 7, 2000

Kenneth N. Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 7th Street, S.W. Washington, D.C. 20590 DaimlerChrysler Corporation Matthew C. Reynolds Director Vehicle Compliance & Safety Affairs

Dear Mr. Weinstein:

00F-003

00F-004

In accordance with Section 3 of the Transportation Recall Enhancement, Accountability, and Documentation ("TREAD") Act, we are providing your office with information concerning two safety recalls DaimlerChrysler Corporation is conducting in Canada on motor vehicles that are substantially similar to motor vehicles that are sold in the United States. DaimlerChrysler Corporation is conducting the recalls to address the vehicles' noncompliance with particular provisions of Canadian Motor Vehicle Safety Standards 108, Lighting System and Retroreflective Devices, and 208, Seat Belt Installation – Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses and Chassis Cabs. Specific Details for the two recalls are as follows:

2001 MY Dodge and Chrysler Minivans equipped with daytime running lights (DRLs)

2001 Dodge and Chrysler Minivans manufactured between 07/24/00 and 11/06/00 were built with DRLs which turn off—when the headlamp switch is turned to the parking lamp 'on' position. Canadian motor vehicle safety standard 108, Lighting System and Retroreflective Devices requires DRLs to remain on when the vehicle's parking lights are on. DaimlerChrysler does not plan to conduct a notification and remedy campaign on this vehicle in the United States because the particular provision addressed by the Canadian campaign does not exist in the U.S. counterpart to the Canadian standard, Federal Motor Vehicle Safety Standard 108, Lamps, reflective devices, and associated equipment. Therefore, there is no need to recall and remedy the particular condition in the United States.

2001 MY Canadian market Jeep Wranglers equipped with 2.5 L engines

A small number of Canadian market Jeep Wranglers manufactured between 09/01/00 and 11/07/00 were built with the incorrect driver seat belt retractor assembly. The retractor in the subject vehicles may not meet the 50 mm compressive sternum deflection requirement per Canadian Motor Vehicle Safety Standard 208, Seat Belt Installation – Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses and Chassis Cabs.

DaimlerChrysler does not plan to conduct a notification and remedy campaign on this vehicle in the United States because the particular requirement contained within the Canadian standard is different than the comparable requirement contained within the U.S. counterpart to the Canadian standard, Federal Motor Vehicle Safety Standard 208, Occupant Crash Protection – Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses. CMVSS 208 (22 C) requires a maximum of 50 mm of compressive sternum deflection in any test event while FMVSS 208 (S6.4(a)) requires a maximum of 76 mm of compressive sternum deflection in any test event. All 2001 Jeep Wranglers meet the requirements specified in FMVSS 208. Therefore, there is no need to recall and remedy the particular condition in the United States.

Copies of the noncompliance documentation submitted by Daimler have let to Transport Canada are attached. Should you have any questions concerning this information, please do not not not contact me.

Sincerely, Bunders

00 DEC 15 by 4: 08

BECEINED

Matthew C. Revnolds

DaimlerChrysler Corporation 800 Chrysler Drive CIMS 482-00-91 Auburn Hills MI USA 48326-2757

### **DAIMLERCHRYSLER**

007-004

DaimlerChrysler Canada Inc.
John L. Mann
Director

2000-12-06

Engineering

Ms. N. Pageot Transport Canada Fax no. 613-991-5802

#### Non-Compliance Recall Campaign No. 962

It has been determined that a potential safety related non-compliance may exist in eighty-four (84) 2001 model year Jeep TJ vehicles equipped with the 2.5L engine. In a flat frontal barrier impact, these vehicles may not satisfy the chest deflection criteria of CMVSS No. 208 - Occupant Restraint Systems in Front Impact.

The following summarizes, in general sequence, the principle events which lead to the determination of this potential non-compliance.

- Development testing indicated that the chest deflection results for the driver's side with the standard seat belt retractor may not satisfy the occupant protection criteria of CMVSS No. 208.
- A constant force retractor system was identified as the resolution and was subsequently shown to satisfy the Canadian criteria.
- A production change release to supercede the standard retractor with a new constant force retractor was issued. The implementation of this change was scheduled to take place sometime after the start of 2001 M.Y. production.
- Canadian Market 2.5L Jeep TJ vehicles were to have been restricted from vehicle production until after the implementation of the new retractor. However, due to an internal miscommunication, the restriction was not implemented.

When the assembly plant realized the error, all involved in-transit vehicles were immediately contained for rework. Shipped vehicles were then identified for recall action. All affected vehicles will be recalled to have the driver seat belt retractor assembly replaced with the new constant force retractor.

The subject 2001 M.Y. vehicles were built through October 12, 2000.

Yours very truly,

DaimlerChrysler Canada Inc. P. O. Box 1621 CIMS 242-01-02 Windsor ON Canada N9A 4H6 Phone 519.973.2719 Fax 519.973.2895 e-mail: jim1@daimlerchrysler.com

## DAIMLERCHRYSLER

April 4, 2001

Kenneth N. Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 7<sup>th</sup> Street, S.W. Washington, D.C. 20590 DaimlerChrysler Corporation

Matthew C. Reynolds

Director

Vehicle Compliance & Safety Affairs

017-031

Dear Mr. Weinstein:

In accordance with Section 3 of the Transportation Recall Enhancement, Accountability, and Documentation ("TREAD") Act, we are providing your office with information concerning a safety recall DaimlerChrysler Corporation is conducting in the United Kingdom, Australia and Japan. DaimlerChrysler Corporation is conducting the recall to address a defect in the parking brake assembly. Specific details for the recall are as follows:

#### 1997 – 2000 MY Right Hand Drive Chrysler Voyager Minivans

1997 -- 2000 MY right hand drive Chrysler Voyager Minivans manufactured between 07/96 and 08/23/00. Engineering analysis has determined that variation in the cable routing system, unique to this vehicle, may be sufficient to cause the pawl in the self-adjust mechanism to end up in a tip to tip tooth contact condition with the sector gear. This condition may not be sufficient to hold load, possibly resulting in vehicle roll away. DaimlerChrysler will be installing a locking clip on the self-adjust mechanism of the affected vehicles to eliminate the possibility of the pawl and sector becoming partially engaged.

The affected vehicles were built in Graz, Austria for the United Kingdom, Australian, and Japanese, markets only. The parking brake actuation system and cable routing design in the affected vehicles are unique to the right hand drive model, and share no components with the equivalent left hand drive model sold in the United States. Therefore, there is no need to recall and remedy the particular condition in the United States.

Should you have any questions concerning this information, please do not hesitate to contact me.

Sincerely

Matthew C. Réynolds

F-129

## DaimlerChrysler

June 4, 2001

Kenneth N. Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 7<sup>th</sup> Street, S.W. Washington, D.C. 20590 DaimlerChrysler Corporation
Matthew C. Reynolds
Director
Vehicle Compliance & Safety Affairs

Dear Mr. Weinstein:

In accordance with Section 3 of the Transportation Recall Enhancement, Accountability, and Documentation ("TREAD") Act, we are providing your office with information concerning a safety recall DaimlerChrysler Corporation is conducting on vehicles manufactured in Graz, Austria for sale in markets outside of North America. DaimlerChrysler Corporation is conducting the recall to address a defect in the brake line assembly. Specific details for the recall are as follows:

#### 2001 MY Chrysler Voyager Minivans

2001 MY Chrysler Voyager Minivans manufactured between 12/00 and 02/05/01, approximately 2500 vehicles. It was determined that the flex joint on the body brake tube assemblies may be inadequately crimped due to variation in the manufacturing process. This condition may result in a leak in one of the two hydraulic brake circuits, possibly resulting in a half system brake loss. DaimlerChrysler will be inspecting the affected vehicles and replacing the brake lines where necessary.

The affected vehicles were built in Graz, Austria for sale in markets outside of North America. The brake tube assembly is unique to the Austrian built vehicles. It is manufactured in Europe using a manual crimping process. Brake lines for North American market vehicles are manufactured using an automated crimping process and are not affected by this action. Therefore, there is no need to recall and remedy the particular condition in the United States.

Should you have any questions concerning this information, please do not hesitate to contact me

Sincerely,

Matthew C. Reynolds

<u>Ferrari</u>

Ferrari North America, Inc.

September 27, 2001

01 CCT = PM 2: 09 DEFECTS INVESTIGATION

Mr. Ken Weinstein
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, SW – NSA 01 – Room 5321
Washington, D.C. 20590



Dear Mr. Weinstein:

Enclosed please find the Equipment Defect Initial Information Report, regarding the Recall Campaign Number 34, which we are initiating in order to correct the following:

The Ferrari factory informed Ferrari North America, Inc. (FNA), that the OEM Replacement Oil Filter (Ferrari part number 111782), manufactured by UFI — Universal Filter International SpA, was, for a period of time, manufactured in a different manner from the previous version of this oil filter having the same part number. As a result, the oil filter may leak engine oil from the seal ring area. If engine oil leakage would occur, there is the potential that a vehicle fire could result. The incorrectly manufactured oil filter features a "welded" plate as opposed to a "riveted" plate and has been manufactured from May 31, 2000 through May 2001, with a total number of 10,777 pieces produced for Ferrari Spa world wide. We have identified approximately 2,790 of these filters, which were purchased by FNA with 1,985 distributed by our dealers into the stream of commerce. The remaining 805 pieces, represent our stock of this oil filter as well as stock we have recouped from our dealer's inventory.

The remedy consists of inspecting the vehicle's engine oil filter and verifying the production date, which is stamped on the top of the oil filter. If the oil filter production date is within the affected range (May 31, 2000 through May 2001) the oil filter will be replaced with a new style oil filter, also manufactured by UFI, having a Ferrari part identifier of 191993.



This operation will be performed free of charge to the vehicle owner, and will require up to approximately **0.3** hours to complete.

For the above campaign, it is our intention to notify each Ferrari Dealer with a comprehensive letter explaining the remedy and instructions for them to display a notice in the service department to alert their customers. In addition, we will require our dealers to notify those customers that have purchased this oil filter instructing them to have their cars inspected. We are also considering placing a notice in the "enthusiast" trade publications in an effort to inform as many owners as possible. The problem we have is that this oil filter may be installed on vehicles not imported by FNA and which date back to vehicles manufactured by Ferrari SpA in the late 1960s.

Upon completion, we will send you a copy of the draft letter that FNA will send to the Authorized Ferrari Dealers, as well as the technical instructions and any customer notices.

Best regards,

Jeffrey B. Wilson

National Warranty Manager Certification Engineer

**Enclosures** 

### **EQUIPMENT DEFECT INITIAL INFORMATION REPORT** "ENGINE OIL FILTER - FERRARI PART NUMBER 111782"

#### FERRARI NORTH AMERICA, INC. 250 SYLVAN AVENUE **ENGLEWOOD CLIFFS NJ 07632 SEPTEMBER 2001**

Date Submitted:

September 2001

Date Received:

September 2001

Campaign Number:

34

Campaign Date:

October 2001

Manufacturer:

UFI - Universal Filter International SpA

Zona Ind. Via Dell'industria N4 37060 Nogarole Rocca (VR) Italy

Tel. 011 39 045 6339911 Fax. 011 39 045 6395011

Models:

Dino 206 GT

**365 GT4BB** 

Dino 246 GT/GTS

365 GTC (1970)

Dino 308 GT4 208 GTB/GTS turbo 365 GTC/GTS

365 GTC4

208 GT4

365 GTS4

208 GTB/GTS turbo intercooler

400I GT/GTA

GTB/GTS turbo

4000 GT/GTA

275 GTB4

412 GT/GTA

308 GT4

512BB

308 GTB/GTS

512i BB

308i GTB/GTS

Mondial 3.2

**328 GTB/GTS** 

Mondial 3.2 Cabriolet

330 GT

Mondial 8

330 GTC

Mondial 9 Cabriolet

365 GT

Mondial 4V

365 GT4

288 GTO

Model Year:

Various

Number of Affected Items:

Total Affected Items World Wide =

10,777

Approximate Affected Items in the US =

2,790

(805 are currently held in our inventory)

**Inclusive Manufacturing Dates:** 

From: May 31, 2000 Through: May 2001

#### **CARB Safety Recall Quarterly Report Information** Section 2119(a), Title 13, CCR

Report Date:

12/31/01

Calendar Quarter: FIRST

Manufacturer:

FERRARI NORTH AMERICA, INC.

Recall Subject: Equipment Recall - Engine Oil Filter

Safety Recall Quarterly Report from:

10/1/01

through

12/31/01

1. NHTSA Safety Recall Campaign Number: 01F-051

Also, for completeness, if your company has assigned

a code number to this campaign, please provide your code: 34

The date notification to purchasers began: 2.

Oct-01

3. The Total Number of Items 1 involved: 2790

The total number of items involved in the subject campaign (including all items sold or distributed to purchasers, dealers, distributors and similar entities beyond the immediate control of the manufacture / importer).

Number of Items Returned from Inventory or Remedied Prior to Sale:

805

4. (a) Total Number Inspected & Remedied:

Total number of items which were inspected and/or otherwise repaired or remedied.

(b) Total Number inspected & NOT REQUIRING REMEDY:

Total number of items involved in the recall and inspected, but determined to NOT REQUIRE REMEDIAL or recall repair work.

Items Determined to be Unreachable 5.

**Total Number Exported:** 

**NONE** 

**Total Number Stolen:** 

NONE

**Total Number Scrapped:** 

NONE

Total Number Unable to Notify:

**NONE** 

**Total Number Otherwise Unreachable:** 

NONE

**Describe Other:** 

Report Author, Signed:

1 Items shall refer to the vehicles, items or equipment or tires involved in the safety recall on which you are reporting.

# Ford Motor Company,

James P. Vondale, Director Automotive Safety Office Environmental & Safety Engineering 01F-012

February 1, 2001

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Ms. DeMeter:

This is a supplement to a January 4, 2001 letter informing you that Ford Motor Company and its various subsidiaries and affiliates were conducting field actions in markets other than the United States. One of those actions involved the brake caliper body on Mazda Fighter vehicles. Ford Ranger J97 vehicles are also affected by the action. This model is not marketed in the United States. Details of this field action as it affects the Ranger J97 are provided in the attached Field Action Report Form.

If you have further questions, please contact me on (313) 845-4320.

Sincerely,

James P. Vondale

Enclosure Foreign/January TREAD Reports

RJW/ae

OFFER -9 PM 2:58

# DRAFT GLOBAL RECALL PROCESS REPORT OF FIELD ACTION

| TYPE OF ACTION   | Safety <u>x</u> Emis<br>Extended Warranty |   | Owner Satisfaction      |  |
|--|---|---|-------------------------|--|
| FIELD ACTION NUMBER  | :   | <u>None</u>                             |                         |  |
| MODEL YEARS/VEHICLE  | ES AFFECTED :                             | 2000 CY                                 | Ford Ranger J97         |  |
| ASSEMBLY PLANTS/DATES OF PRODUCTION: AutoAlliance Thailand, produced from December 7, 2000 through December 17, 2000 |   |   |                         |  |
| MARKETS AFFECTED:  |   | Thailand                                | \$                      |  |
| OTHER LIMITING FACTO   | ORS:                                      | Brake Ca                                | lliper Body Lot#: OBG-7 |  |
| VIN RANGE:   |   |   |                         |  |
| OASIS ACTIVE   | YesX No                                   |   |                         |  |
| NUMBER OF VEHICLES   | AFFECTED (BY MA                           | ARKET):<br>Thailand<br>Malaysia<br>Fiji | : 80                    |  |
| ESTIMATED PERCENTA   | GE OF THE AFFEC                           | TED VEH                                 | ICLES THAT CONTAIN THE  |  |

# REASON FOR THIS FIELD ACTION:

Brake performance may be reduced because the brake caliper body may break due to abnormal casting composition.

#### NUMBER OF:

SUBJECT CONDITION:

REPORTS OF THE CONDITION: No field reports have been received

Unknown

ALLEGED ACCIDENTS : None
ALLEGED INJURIES : None
ALLEGED FATALITIES : None

#### DESCRIPTION OF REMEDY:

All owners who drive affected vehicles will be notified that the above condition may exist and instructed to return vehicles to Ford dealers to inspect lot number of the brake caliper body. Ford dealers will replace the brake caliper with correct one if the lot # OBG-7 is found on the caliper.

FIELD ACTION REPORT FORM

017-08%

# Ford Motor Company,

James P. Vondale, Director Automotive Safety Office Environmental & Safety Engineering

May 21, 2001

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Ms. DeMeter:

This is to inform you that Ford Motor Company and its various subsidiaries and affiliates have decided to conduct two safety, two owner satisfaction and one update prior to sale field actions. The update prior to sale campaign classification is unique to European Markets. In addition, we are submitting a revised "01B72 Rear Axle Spring Cap to Knuckle gap" form to correct a typo in the field action number. Please discard the form with the incorrect field action number, 01M072, that was sent to you on April 24, 2001. Details of these field actions are included in the attached Global Recall Process Field Action Report Forms.

If you have further questions, please contact me on (313) 845-4320.

Sincerely,

James P. Vondale سلم

Attachment May TREAD Reports V2 FGG

011-083

# GLOBAL RECALL PROCESS REPORT OF FIELD ACTION

| MANUFACTURE:   | Mazda  |  |
|--|--|--|
| TYPE OF ACTION:  | Safety EmissionOwner Satisfaction X<br>Extended Warranty |  |
| FIELD ACTION NUMBER  | : 136-01 Engine stall from excess purge vapor            |  |
| MODEL YEARS/VEHICLE  | ES AFFECTED: 2001 MY Mazda MPV                           |  |
| ASSEMBLY PLANTS/DATES OF PRODUCTION: Mazda Hiroshima Plant / May 10, 1999 (Job#1) through October 30, 2000 |  |  |
| MARKETS AFFECTED:  | Japan  |  |
| OTHER LIMITING FACTORS: Mazda MPV FSD engine   |  |  |
| VIN RANGE:   | LWEW100001 LWEW-153902                                   |  |
| OASIS ACTIVE:  | Yes NoX  |  |

NUMBER OF VEHICLES AFFECTED (BY MARKET): Approximately 18,000 vehicles

ESTIMATED PERCENTAGE OF THE AFFECTED VEHICLES THAT CONTAIN THE SUBJECT CONDITION: Unknown

REASON FOR THIS FIELD ACTION: Under certain vehicle operating conditions in very high ambient temperatures the engine has a potential to stall when the owner releases the accelerator pedal while driving at low speed. However, after the engine stalls it can be restarted. The root cause of the stall condition is a rich air to fuel ratio caused by excessive evaporative emission fuel vapor entering the combustion chamber. Excess fuel vapor is created because there is a timing gap between releasing the gas pedal and the calibration of the purge flow from the evaporative emission canister.

#### NUMBER OF:

REPORTS OF THE CONDITION: 84 vehicles.

ALLEGED ACCIDENTS : None ALLEGED INJURIES : None ALLEGED FATALITIES : None

**DESCRIPTION OF REMEDY:** All owners will be notified that the above condition may exist and they will be instructed to return their vehicles to Mazda dealers for service of their evaporative emission system. The dealer technician will install an orifice into the purge flow piping which will decrease purge flow volume to the engine and correct the potential engine stalling concern.



01 410 35 AN 8: 18

GEFOR GEFOR WASHINGTON

James P. Vondale, Director Automotive Safety Office Environmental & Safety Engineering

August 28, 2001

Ms. Kathleen C. DeMeter, Director Office of Defects Investigation Safety Assurance National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590

Dear Ms. DeMeter:

Jane P. Vondele

This is to inform you that Ford Motor Company and its various subsidiaries and affiliates have decided to conduct three Owner Satisfaction field actions. Details of these field actions are included in the attached Global Recall Process Field Action Report Forms.

If you have further questions, please contact me on (313) 845-4320.

Sincerely.

Attachment FGG

UF-13



# GLOBAL RECALL PROCESS REPORT OF FIELD ACTION

MANUFACTURER

Ford Motor Company

TYPE OF ACTION

Owner Satisfaction

FIELD ACTION NUMBER

01B80

**SUBJECT** 

Fuel Filler Pipe Grommet

MAKE, MODEL AND MODEL YEAR AFFECTED

**Model Year** 

Model

Begin

End

Ford Car / Mustang

1994

1997

**ASSEMBLY PLANTS / DATES OF PRODUCTION** 

**Production Dates** 

VIN

**Assembly Plants** 

**OASIS Active** 

Begin End

Begin End

**USA - Dearborn Assembly** 

OASIS

11-JAN-94 08-MAY-97

OTHER LIMITING FACTORS

None.

**ESTIMATE NUMBER OF VEHICLES AFFECTED BY MARKET** 

Market

# Of Vehicles

Japan

12592

ESTIMATED PERCENTAGE OF THE AFFECTED VEHICLES THAT CONTAIN THE SUBJECT CONDITION

Unknown.

#### **REASON FOR THIS FIELD ACTION**

There is a potential for the fuel filler pipe grommet to degrade and crack over time due to certain unique market conditions found in Japan. These conditions included high olefinic content levels in the fuel supply (20% versus 10% in North America), increased likelihood of aged fuel in vehicles leading to higher peroxide levels, higher ambient levels of ozone, increased stop and go driving that increases fuel slosh onto the grommet, and higher underbody temperatures from extended periods of idling. Grommet degradation is progressive over time. Initially there may be fuel odor or wetness and, if not serviced, the condition may lead to fuel leakage.

#### NUMBER OF REPORTS OF THE CONDITION

REPORTS OF CONDITION: 30
ALLEGED ACCIDENTS: 0
ALLEGED INJURIES: 0
ALLEGED FATALITIES: 0
ALLEGED FIRES: 0

#### **DESCRIPTION OF THE REMEDY**

The fuel filler pipe grommet will be replaced with a redesigned grommet material that is resistant to the unique conditions found in the Japanese market.

FIELD ACTION REPORT FORM
FORM LAST REVISED 11-Jul-2001
© 2001 Ford Motor Company. All rights reserved.

Attachments:
No Attachments

011 067

April 25, 2001

Mr. K. N. Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 Seventh Street, S.W., Room 5321 Washington, D.C. 20590

Dear Mr. Weinstein:

This is to inform you of a field action outside of the United States. GM of Canada has notified the Canadian Government of a condition involving 2001 Chevrolet Malibu model cars.

The subject vehicles were produced by Lansing Assembly in the United States with an English only sunvisor air bag label. The required label must be bilingual (English/French) in Canada. Because that requirement is unique to Canada, U.S. vehicles are not affected.

A copy of the GM of Canada notification to the Canadian Government is attached. If you have any further question, please contact me (810)-986-8029.

Sincerely,

Frank C. Sonye, Jr.

Director Product Investigations

C122 / 01018 Attachment



**AWOR** 

**DEX MESSAGE** 

April 3, 2001

613-991-5802

To:

Mr. D. Sweet

**Acting Director General** Road Safety Directorate 2780 Sheffield Road Ottawa, Ontario

K1A 0N5

c.c.:

V. M. Kempston Darkes

M. V. Pilkev

R. F. Conlin

R. W. Thomas

R. A. Ganfield

J. J. Healy

K. G. Bungay

Message:

**NOTICE OF DEFECT GM OF CANADA** 

**CAMPAIGN NUMBER:** 

01018

**SUBJECT**:

SUNVISOR LABEL INCORRECT

MODELS:

2001 CHEVROLET MALIBU

NUMBER OF

**VEHICLES INVOLVED:** 

178

**BULLETIN DATE:** 

April 23, 2001 (tentative)

**CONDITION:** 

General Motors has decided that certain 2001 Canadian Export (Z49) Chevrolet Malibu model vehicles fail to conform to Canada Motor Vehicle Safety Standard (CMVSS) 208, "Occupant Crash Protection". These vehicles were built with an English only sun visor air bag label. The required label is bilingual

(English/French).

**CORRECTION:** 

Dealers are to install the English/French label over the existing

English label.

P. C. Bagnall General Director

**Customer Support Services** 

/il - 0610A



CHORAGES AN 8: 09

1. 1584 .

Gary W. Rossow Director Government Technical Affairs

1.1

August 6, 2001

DEPENDED IN MESTICALE ON

Freightliner LLC 4747 N Channel Ave. Portland, OR 97217 503.745.8682 Phone 503.745.6800 Fax GaryRossow@Freightliner.com

Office of Defects Investigation, Room 5326 National Highway Traffic Safety Administration 400 Seventh St., S.W. Washington, D.C. 20590

Attn:

Jonathan D. White

Subject: Information Report, FL-384

In accordance with Section 30166(I)(1) of the Motor Vehicle Safety Act, Freightliner LLC herewith submits the following information relating to a new foreign recall campaign to recall Western Star trucks for a defect in vehicles equipped with certain right hand drive overhead consoles with provision for the installation of up to three radios (i.e. am/fm stereo, CB radio and UHF radio).

# **Description of Defect:**

A fascia plate was provided to mount two of the three radios in the overhead console directly ahead of and above the driver. The material of the console where the two radios are mounted may have insufficient strength in some cases to retain the radios. The two radios tied together as a unit may, over time, cause the console material to crack due to vibration, allowing the unit to shake loose and fall on or near the driver. This may in turn startle and cause the driver to loose vehicle control.

A similar overhead console is used in vehicles domiciled in the US and other countries but only has provisions to mount a single radio. There have been no reports relating to retention of the single radio installations in any left hand drive vehicles.

# Vehicles identification:

- Models: Western Star Constellation 4900 right hand drive trucks in Australia only.
- Manufacture Dates: January 23, 1998 to May 15, 2001

• Number of vehicles: 624 vehicles in Australia only.

Sincerely,

Gary W. Rossow

Cc: Michael Mason

Certified Mail No Z 313 288 140

Jany W Rossous



1919 Torrance Boulevard • Torrance, CA 90501-2746 (310) 783-2000

December 4, 2000

Dr. Sue Bailey, Administrator National Highway Traffic Safety Administration 400 Seventh St., SW Washington, DC 20590

01F-002

Dear Dr. Bailey:

Pursuant to 49USC30166 as amended, American Honda would like to report the implementation of a safety recall in foreign countries on a motor vehicle that is identical or substantially similar to a motor vehicle offered for sale in the United States.

The recall is being implemented for model years 1998 to 2000 Accord 4-door and coupe equipped with the V6 engine. The defect consists of a failure of a transistor in the multiplex unit which controls the instrument panel brightness and dimming function. The effect of the failure, as the result of overheating, can result in the dimmer control for the instrument panel light failing, and at night, the driver may not be able to see the instrument panel gauges and displays.

The recall will affect vehicles in the United Kingdom and Australia. Vehicles equipped with this multiplex unit in the United States are not affected, because the control unit requires a lower level of power, resulting in a lower non-critical heat buildup in the affected transistor.

If you have any questions, please contact the undersigned at your convenience.

Thank you.

Very truly yours,

AMERICAN HONDA MOTOR CO., INC.

William R. Willen

Managing Counsel

WRW:rpb

Product Regulatory Office

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hs & V L- 331 001

EXECUTIVE SECRETARIAL

Cc: Kathy DeMeter, Office of Defects Investigation

| • | DCS MESS |               | MESSAGE ACKNOWL       | EDGEMENT           | 12/04/00<br>PAGE: 01 OF 01 |
|---|----------|---------------|-----------------------|--------------------|----------------------------|
|   | . 1      | •             | DISTRIBUT             | ION                |                            |
| - | □ Deal   | er Principal  | Service Manager       | ☐ Parts Manager    | ☐ Used Car Manager         |
|   | ☐ Gene   | ral Manager   | ☐ Sales Manager       | ☐ Business Manager | ☐ F & I Manager            |
|   | DATE:    | November 30,  | 2000                  | W                  |                            |
|   | TO:      | All Sales, Se | ervice & Parts Manage | ers                |                            |
|   | FROM:    | American Hono | da Service Division   |                    | 00F-002                    |
|   | RE:      | Non-USA Reca  | ll Advisory           |                    |                            |

Honda Motor Co. Ltd., announced today that it was submitting to U.K and Australian authorities its intention to carry out a recall of the multiplex unit for some 1998-2000 ACCORD vehicles equipped with V6 engines.

Vehicles sold in the United States are not affected by this recall. The multiplex unit that is installed on U.S. vehicles is of a completely different design than those used overseas.

If any of your customers inquire about this recall, you may inform them that the multiplex unit installed on their vehicle is not affected by the European recall because of the design differences mentioned above.

Thank you.

# AMERICAN HONDA MOTOR CO., IN 1919 Torrance Boulevard • Torrance, CA 90501-2746

2746 CEFICE DEFECTS INVESTIGATION (310) 783-2000

January 8, 2001

Mr. Kenneth Weinstein, Associate Administrator Office of Safety Assurance NATIONAL HIGHWAY TRAFFIC SAFETY **ADMINISTRATION** 400 Seventh St., S.W. Washington, DC 20590

01F-009

Dear Mr. Weinstein:

On behalf of Honda Motor Co., Ltd., I am reporting the initiation of a safety-related recall campaign in the following foreign country for the vehicles described below.

Country

United Kingdom

**Affected Product** 

CBR600F4 Model Year 2001

**Total Number Affected** 

450

**Defect Summary** 

The fuel return hose for the fuel injection system may have been improperly installed by the factory. The misrouting of this return line can restrict the fuel flow back to the fuel tank and result in higher than normal fuel return line pressure. As a result, fuel could leak from the line connectors.

**Recall Announcement Date** 

January 8, 2001 in the U.K.

Reason U.S. Vehicles Not Affected

U.S. sales release was January 3, 2001. Prior to U.S. sales and distribution, this misrouting was

corrected.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

William R. Willen **Managing Counsel** 

**Product Regulatory Office** 



April 4, 2001

01F-032

Mr. Kenneth Weinstein,
Associate Administrator
Office of Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
400 Seventh St., S.W.
Washington, DC 20590

Dear Mr. Weinstein:

On behalf of Honda Motor Co., Ltd., I am reporting the initiation of a safety-related recall campaign in the following foreign country for the vehicles described below.

Country

Japan

**Affected Product** 

NSS250 Forza

Model Years 2000 and 2001

**Total Number Affected** 

10,758

**Defect Summary** 

A gap between the end of the handlebar and the throttle assembly (mounted on the right side of the handlebar) can allow water to enter and become trapped. Eventually, the trapped water can cause the handlebar to corrode and create interference between the throttle and the handlebar. In the worst case, the throttle may not return to the idle

position when released.

**Recall Announcement Date** 

April 3, 2001 in Japan

Reason U.S. Vehicles Not Affected

The Forza model has been designed to Japan specifications and will not be sold in the United States. A similar U.S. specification model, designated as the Reflex, has been sold in the United States since March 2001. Prior to any

U.S. sales, this defect was remedied.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

William R. Willen Managing Counsel

**Product Regulatory Office** 

01F-059

My 10/10/1

# AMERICAN HONDA MOTOR CO., INC.

1919 Torrance Boulevard • Torrance, CA 90501-2746 (310) 783-2000

April 11, 2001

Mr. Kenneth Weinstein,
Associate Administrator
Office of Safety Assurance
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
400 Seventh St., S.W.
Washington, DC 20590

Dear Mr. Weinstein:

Re: Notification of Non-U.S. Recall

On behalf of Honda Motor Co., Ltd., I am reporting the initiation of a safety-related recall campaign in the following foreign country for the vehicles described below.

Country

Japan

**Affected Product** 

Civic

Model Year: 1993 to 1995

Integra

Model Year: 1994

**Total Number Affected** 

88,644

**Defect Summary** 

During the installation of a battery terminal in the electric starter motor, a plastic insulator may have been damaged. Over time, the insulator could crack and cause a short circuit, and in the worst case, an engine compartment fire could occur.

**Recall Announcement Date** 

April 11, 2001 in Japan

Reason U.S. Vehicles Not Affected

This recall only affects Civic and Integra models equipped with a carburetor. Carbureted models

are not sold in the United States.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

William R. Willen by Stansing

William R. Willen Managing Counsel

**Product Regulatory Office** 

WRW:ke

OIF-174



(310) 783-2000

September 6, 2001

Mr. Kenneth Weinstein. Associate Administrator Office of Safety Assurance NATIONAL HIGHWAY TRAFFIC SAFETY **ADMINISTRATION** 400 Seventh St., S.W. Washington, DC 20590

Dear Mr. Weinstein:

On behalf of Honda Motor Co., Ltd., I am reporting a safety-related recall campaign in the following foreign countries for the automobiles described below.

**Affected Products** 

Logo:

1999-2000 Model Year

Insight:

2000-2001 Model Year

Countries and

**Total Number Affected** 

79.605 Japan Other Countries Total

**Defect Summary** 

The headlight switch connector can overheat and may cause the headlight low beam to fail.

**Recall Announcement Date** 

September 6, 2001 in Japan

Reason U.S. Vehicles Not Affected

This problem is limited to right-hand drive models only. The Logo model is not sold in the United States. The Insights sold in the United States are left-hand drive models, and the switch mounting is different.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

William R Willen by XI Fig

William R. Willen Managing Counsel

**Product Regulatory Office** 

WRW:ke

01F-224

# HYUNDAI AMERICA TECHNICAL CENTER, INC.

A Subsidiary of Hyundai Motor Company (Korea)

5075 Venture Drive Ann Arbor, MI 48108 Tel: (734) 747-6600 Fax: (734) 747-6699

November 5, 2001

Ms. Kathleen C. Demeter
Director
Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: TREAD Act Required Report of a Recall in a Foreign Country

# Dear Ms. Demeter:

Pursuant to the TREAD Act, Hyundai Motor Company is submitting information concerning a recall that is being voluntarily initiated in Korea. Specific information as required by Section 573.5 of Part 573 of Title 49 of the Code of Federal Regulations is as follows:

# 573.5(c)(1)

Manufacturer - Hyundai Motor Company

# 573.5(c)(2)

1999, 2000, and some 2001 Hyundai Sonata vehicles produced beginning March 1, 1998 through November 22, 2000. Side impact airbag wire harness routing and attachment locations were changed in production after November 20, 2000 and those vehicles are not affected by this report based upon current information.

# 573.5(c)(3)

Approximately 3,605 model year 1999, 2000, and 2001 Hyundai Sonatas produced through November 20, 2000 and in operation in Korea.

# 573.5(c)(4)

All 3,605 1999 through 2001 model year Hyundai Sonatas equipped with side impact airbags produced through November 20, 2000 and referred to in 573.5(c)(3) are affected.

HYUNDAI AMERICA TECHNICAL CENTER, INC.

# 573.5(c)(5)

The SRS airbag warning light may illuminate. Diagnosis to determine the reason for the SRS airbag warning light illumination is performed by use of a scan tool. The scan tool displays one or both of the following codes stored in the SRSCM, Supplemental Restraint System Control Module:

B1378 Driver side airbag resistance high B1382 Passenger side airbag resistance high

Also stored may be an indication that these codes are history codes, signifying a condition that existed previously, but that no longer exists at the time of diagnosis with the scan tool.

Hyundai believes that the intermittent condition that leads to SRS warning light illumination related with Codes B1378 or B1382 may result from unusual motion of the side impact airbag wiring harness and side impact airbag wiring harness connector which mount to the adjustable seat cushion assembly. This condition only relates to the driver and/or passenger seat mounted side impact airbag(s).

# 573.5(c)(6)

Hyundai decided to conduct a recall campaign in Korea and other markets to have the front seat side impact airbag wiring harness serviced to prevent conditions that may lead to Codes B1378 or B1382 and the resulting SRS warning light illumination in the interests of customer satisfaction.

# 573.5(c)(8)

All owners of record of affected vehicles will be contacted and instructed to bring their vehicles to Hyundai service facilities to have the front seat side impact airbag wiring harnesses serviced at no cost to the vehicle owners.

Hyundai has not established a date that customer notification in Korea will begin. However, the condition that results in setting Codes B1378 or B1382 always illuminates the SRS warning light, which, if necessary, will advise customers to seek service for the SRS airbag system.

Sincerely,

Robert Babcock

Manager, Corporate Affairs

Robert Balacale

01F223

# HYUNDAI AMERICA TECHNICAL CENTER, INC.

A Subsidiary of Hyundai Motor Company (Korea)

5075 Venture Drive Ann Arbor, MI 48108 Tel: (734) 747-6600 Fax: (734) 747-6699

November 5, 2001

Ms. Kathleen C. Demeter
Director
Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: TREAD Act Required Report of a Recall in a Foreign Country

Dear Ms. Demeter:

Pursuant to the TREAD Act, Hyundai Motor Company is submitting information concerning a recall that is being voluntarily initiated in Canada. Specific information as required by Section 573.5 of Part 573 of Title 49 of the Code of Federal Regulations is as follows:

# 573.5(c)(1)

Manufacturer - Hyundai Motor Company

Distributor - Hyundai Auto Canada

# 573.5(c)(2)

1997, 1998, 1999, 2000, and some 2001 Hyundai Tiburon vehicles produced through August 28, 2000. New design front seat belt D-ring guides were installed in production after August 28, 2000 and those vehicles are not affected by this recall.

# 573.5(c)(3)

Approximately 2,493 model year 1997 Hyundai Tiburons.

Approximately 2,084 model year 1998 Hyundai Tiburons.

Approximately 2,445 model year 1999 Hyundai Tiburons.

Approximately 2,882 model year 2000 Hyundai Tiburons.

Approximately 307 model year 2001 Hyundai Tiburons produced through August 28, 2000.

HYUNDAI AMERICA TECHNICAL CENTER, INC.

# 573.5(c)(4)

All 1997 through 2001 model year Hyundai Tiburons produced through August 28, 2000 are affected. No accidents or injuries are involved.

# 573.5(c)(5)

The driver and front passenger seat belts may not extend and retract smoothly through the Dring guides mounted on the body pillars aft of the doors. If the seat belts do not extend and retract smoothly, they may twist in the D-ring guides and make it inconvenient to extend and retract the seat belts. If the seat belts are inconvenient to extend and retract, customers may be disinclined to wear the seat belts properly.

# 573.5(c)(6)

As a result of customer contacts in Canada, Hyundai decided to conduct a recall campaign in Canada to install front seat belt D-ring guide stoppers to improve the smoothness of front seat belt extension and retraction in the interests of customer satisfaction.

No accidents or injuries have occurred as a result this condition.

# 573.5(c)(8)

All owners of record of affected vehicles will be contacted by mail and instructed to bring their vehicles to Hyundai Auto Canada dealers to have the front seat belt D-ring guide stoppers installed at no cost to the vehicle owners.

Hyundai Auto Canada anticipates that this recall will be initiated within the next 60 days.

# 573.5(c)(11)

Hyundai Auto Canada has assigned "R30" as the designation for this campaign.

Sincerely,

Robert Babcock

Manager, Corporate Affairs

01F-235

# HYUNDAI AMERICA TECHNICAL CENTER, INC.

A Subsidiary of Hyundai Motor Company (Korea)

5075 Venture Drive Ann Arbor, MI 48108 Tel: (734) 747-6600 Fax: (734) 747-6699

December 4, 2001

Ms. Kathleen C. Demeter
Director
Office of Defects Investigation
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: TREAD Act Required Report of a Recall in a Foreign Country

OFFICE OFFICE OFFICE OFFICE

Dear Ms. Demeter:

Pursuant to the TREAD Act, Hyundai Motor Company is submitting information concerning a recall that is being voluntarily initiated in Canada. Specific information as required by Section 573.5 of Part 573 of Title 49 of the Code of Federal Regulations is as follows:

# 573.5(c)(1)

Manufacturer - Hyundai Motor Company

Distributor - Hyundai Auto Canada

# 573.5(c)(2)

All 1999 and 2000 model year Hyundai Sonata vehicles produced with optional side impact airbags.

# 573.5(c)(3)

Approximately 135 model year 1999 and 2000 Hyundai Sonatas produced with optional side impact airbags and in operation in Canada.

# 573.5(c)(4)

All of the approximately 135 model year 1999 and 2000 Hyundai Sonatas equipped with optional side impact airbags and referred to in 573.5(c)(3) are affected.

# HYUNDAI AMERICA TECHNICAL CENTER, INC.

# 573.5(c)(5)

The SRS airbag warning light may illuminate. Diagnosis to determine the reason for the SRS airbag warning light illumination is performed by use of a scan tool. The scan tool displays one or both of the following codes stored in the SRSCM, Supplemental Restraint System Control Module:

B1378 Driver side airbag resistance high
B1382 Passenger side airbag resistance high

Also stored may be an indication that these codes are history codes, signifying a condition that existed previously, but that no longer exists at the time of diagnosis with the scan tool.

Hyundai believes that the intermittent condition that leads to SRS warning light illumination related with Codes B1378 or B1382 may result from unusual motion of the side impact airbag wiring harness and side impact airbag wiring harness connector which mount to the adjustable seat cushion assembly. This condition only relates to the driver and/or passenger seat mounted side impact airbag(s).

# 573.5(c)(6)

Hyundai decided to conduct a recall campaign in Canada to have the front seat side impact airbag wiring harness serviced to prevent conditions that may lead to Codes B1378 or B1382 and the resulting SRS warning light illumination in the interests of customer satisfaction.

# 573.5(c)(8)

All owners of record of affected vehicles will be contacted and instructed to bring their vehicles to Hyundai Auto Canada dealers to have the front seat side impact airbag wiring harnesses serviced at no cost to the vehicle owners.

Hyundai Auto Canada has not established a date that customer notification in Canada will begin. However, the condition that results in setting Codes B1378 or B1382 always illuminates the SRS warning light, which, if necessary, will advise customers to seek service for the SRS airbag system.

Sincerely,

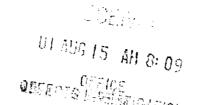
Robert Babcock

Manager, Corporate Affairs

Robert Besnoch

017-159

DFT-01-142



August 7, 2001

Mr. Kenneth N. Weinstein Associate Administrator for Safety Assurance – NSA-01 National Highway Traffic Safety Administration 400 Seventh Street, SW – Room 5321 Washington DC 20590

Subject:

MY 2000.5 Isuzu NPR 70 -

Steering -

Foreign Defect Information Report

Dear Mr. Weinstein:

On behalf of Isuzu Motors Limited (Isuzu), Isuzu Motors America, Inc. hereby submits an Information Report concerning a foreign safety recall of certain MY 2000.5 Isuzu NPR 70 vehicles for sale in Hong Kong.

- (1) Manufacturer: Isuzu Motors Limited 26-1, Minami-ooi 6-chome Shinagawa-ku, Tokyo 140-8722 Japan
- (2) Detailed information regarding the countries and the model and number of vehicles involved in the foreign recall is shown on the attached sheet.
- (3) Isuzu has decided to recall certain MY 2000.5 Isuzu NPR 70 Crew (W-Cab) vehicles sold in Hong Kong. The recall is occasioned by improper assembly of the steering assembly on right-hand drive vehicles.
- (4) Cause and the reason why the vehicles exported to US are not subject to the recall campaign:

All the affected vehicles have right-hand steering. All vehicles exported to US are left-hand-drive. The steering assemblies of left-hand drive vehicles sold in the US were not mis-assembled.

If you have any questions about this report, please contact me at 734-455-7557, extension 266 or Mr. Ishihara of my staff at extension 264.

Sincerely,

Hironobu Kuga Chief Representative Emissions & Safety

Isuzu Motors America, Inc.

(2) Detailed Information

| Inclusive Manufacturing Dates |           | May, 2001 |       |
|-------------------------------|-----------|-----------|-------|
| Inclusive Man                 |           | May, 2001 |       |
| Number                        |           | 7         | 2     |
| Model Year                    | 30000     | 2000.3    | Total |
| Model Series                  | NPR 70    |           |       |
| Country                       | Hong Kong | 0         |       |

611-600

KENWORTH TRUCKS
A Division of PACCAR Australia Pty Ltd
(Incorporated in Victoria)
ABN 43 004 669 667 ACN 004 669 667

| SECTION: 10   | NUMBER: 7           |  |  |  |
|---------------|---------------------|--|--|--|
| CATEGORY:     | FRAME               |  |  |  |
| PAGE:         | 10F 1 4 Attachments |  |  |  |
| DATE:         | 8 JULY 1998         |  |  |  |
| VALID UNTIL:  | SUPERSEDED          |  |  |  |
| ISSUING DEPT: | CUSTOMER SERVICE    |  |  |  |

# TECHNICAL SERVICE BULLETIN

SUBJECT:

# FIFTH WHEEL SAFETY RECALL 98-1

Kenworth Trucks Australia has determined that a defect which relates to vehicle safety may exist in Kenworth trucks built between April 29 and June 19, 1998. The defect covers 68 trucks of various models. A copy of the chassis list and customer letter is attached. The customer letter will be mailed to the relevant chassis owners Thursday July 9.

Kenworth has discovered the torque of the bolts that attach the fifth wheel mounting plate to the fifth wheel angles may be under specification. Loosening of these bolts could result in fifth wheel movement in relation to the chassis, and if left uncorrected, detachment of the fifth wheel from the truck.

#### **CORRECT BOLT TORQUE IS 310 ftlb.**

Accompanying this Bulletin is a supply of "Recall Completed" decals to be completed and attached to the driver's door "A" pillar. Any trucks already checked must still have the decal attached as evidence of checking / correction.

A warranty claim type "REC" can be submitted for 0.6 hours labour to check bolt torques and touch up paint as required.

Use: Failed Part # F1FTHWHEEL

Failure Code "73"

Work Accomplished "10"

VMRS code 63-001-900 for 0.6 hours

The claim must note the torque values found on each bolt prior to re-tensioning.

| ATT | ENTION   | J:                | SUPERSEDES: |     |
|-----|----------|-------------------|-------------|-----|
|     | X        | DEALER PRINCIPAL  | CATEGORY:   | NO: |
| DI  | <u> </u> | SERVICE MANAGER   | DATED:      |     |
|     | <u> </u> | PARTS MANAGER     |             |     |
|     | X        | WARRANTY MANAGER  |             |     |
|     |          | Form 200-005 Rev3 |             |     |

96

ロビロス ドニ エルド・・ウァウルエンチ(り)

PACCAR Inc

OLUMNIA PA 3: 27

Law Department

June 7, 2001

132266

National Highway Traffic Safety Administration Docket Management, Room PL-401 400 Seventh Street, S.W. Washington, DC 20590

Re: Advance Notice of Proposed Rulemaking Docket No. NHTSA 2001-8677; Notice 1 -58

Dear Sir/Madam:

At the time of PACCAR's initial response to the above-numbered ANPRM, complete information was not available to respond to the question under the heading of Customer Satisfaction Campaigns, etc. regarding recalls conducted in foreign countries since January 1, 1998. PACCAR now submits the following information.

Kenworth Trucks Australia, a division of PACCAR Australia Pty Ltd, has conducted four safety recalls since January 1, 1998. A copy of the first page of each dealer bulletin is enclosed for review. Two of the recalls affected only Australian vehicles. The "Fifth Wheel" recall was due to a plant-manufacturing defect and the "Airglide 200 Torque Rod Pin" recall was due to a supplier's manufacturing defect. The supplier involved did not provide any parts for use in the U.S.

The products affected by the "Meritor Tie Rod End" recall in Australia, have been recalled in the U.S. under NHTSA Recall No. 00V-246.002. Similarly, components recalled under the "TRV Tie Rod End Safety Recall" conducted in Australia were recalled in the U.S. as part of NHTSA Recall No. 01V-044.005.

This information completes PACCAR's response to the ANPRM. PACCAR is available to answer any questions NHTSA may have regarding the enclosed information.

Very truly yours,

Kenneth R. Brownstein

Senior Counsel

KRB:kah Enclosures

# Mazda North American Operations





December 22, 2000

Mr. Kenneth Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 Seventh Street, SW Washington, DC 20590

Dear Mr. Weinstein:

Re: Notification of a Recall in a Foreign Country

00F-005

As a member of the Alliance of Automobile Manufacturers we have committed to provide information to NHTSA on recalls we are conducting in foreign countries on products that are similar to the products we sell in the United States. The purpose of this letter is to inform you of a recall we will be conducting on the Japanese-built Mazda Tribute. This recall only affects vehicles built at our assembly plant in Hofu, Japan. The Mazda Tributes sold in the United States are built at an assembly plant in Kansas City and are not affected by this recall action.

We have determined that there is a possible defect in the master brake cylinder for Mazda Tributes produced in Hofu, Japan. It appears that a rubber cup in the master cylinder may have been damaged during assembly of the component at the supplier's factory. This defect affects 669 vehicles, all of which were produced for the Japanese market between October 16 and December 14, 2000. There have not been any reports of accidents or injuries related to this defect. The supplier for the master brake component on the Japanese-built vehicles is different than the supplier for this component on the U.S.-built Tributes, therefore, this defect does not affect the similar vehicles sold in the U.S.

In accordance with our commitment to NHTSA we will continue to inform you of recall actions that are taken throughout the world on products that are similar to our U.S. products. If you have any questions or need further information, please let me know. My telephone number is (313) 594-7778.

Sincerely yours

David Robertson, Manager

Environmental and Safety Engineering Mazda North American Operations

# GLOBAL RECALL PROCESS REPORT OF FIELD ACTION

00F-005

| TYPE OF ACTION                        | Safety <u>x</u> Emi<br>Extended Warrant        | ssion Owner Satisfaction<br>y                           |
|---------------------------------------|--|---|
| FIELD ACTION NUMB                     | ER:  | 003   |
| MODEL YEARS/VEHIO                     | CLES AFFECTED :                                | 2000 MY Tribute   |
| ASSEMBLY PLANTS/<br>Mazda Hofu Pla    |  | <b>FION:</b><br>ober 16, 2000 through December 14, 2000 |
| MARKETS AFFECTED                      | <b>)</b> :                                     | Japan   |
| OTHER LIMITING FAC                    | CTORS:   | None  |
|                                       | PEW -100009 through l<br>PFW -100017 through l |   |
| OASIS ACTIVE                          | Yes Nox_                                       | -   |
| NUMBER OF VEHICL                      | ES AFFECTED (BY M                              | ARKET):<br>Japan: 669                                   |
| ESTIMATED PERCEN<br>SUBJECT CONDITION |  | CTED VEHICLES THAT CONTAIN THE Unknown                  |
| REASON FOR THIS F                     | IELD ACTION:                                   |   |
| Brake performar cylinder              | nce may be reduced du                          | ue to damaged rubber cup in brake master                |
| NUMBER OF:                            |  |   |
| REPORT                                | S OF THE CONDITIO<br>D ACCIDENTS               | N: No field reports has been received : None            |
|                                       | D INJURIES                                     | : None  |
|                                       | D FATALITIES                                   | : None  |

# **DESCRIPTION OF REMEDY:**

Brake master cylinders for all subject vehicles will be exchanged to correct one.

FIELD ACTION REPORT FORM

OIF- 138



Mercedes-Benz USA, LLC

Environmental & Safety Engineering Dept.

August 1, 2001

BY FAX 202-366-8065

Kenneth N. Weinstein National Highway Traffic Safety Administration 400 Seventh Street, S.W. (NSA-01) Washington, D.C. 20590

Re: Notification of Non-US Recall

Dear Mr. Weinstein:

On behalf of our parent company, DaimlerChrysler AG (DCAG), this notification is submitted to the Agency pursuant to section 3(a)(1) of the Tread Act regarding a non-US Recall of certain Mercedes-Benz vehicles manufactured in 1995 and 1996. The foreign recall involves 150,000 C, E, S, and SL-class vehicles being recalled to replace the vehicles driver airbag module. A copy of the DCAG press release is included for your reference. Previously on January 18, 2000, MBUSA announced the same recall on 4,402 US vehicles (NHTSA Recall # 99V-327). The details of this recall and the vehicles affected were set forth in the original Part 573 submission of November 22, 1999. Accordingly, the above referenced foreign recall requires no further action for similar vehicles in the US.

If you or your staff have any questions, please feel free contact me at (201) 573-2638 or Mr. Stephen Kraitz, of my staff, at (201) 573-4118.

Sincerely,

William Kurtz

Department Manager Environmental and Safety

Engineering

cc/ encl.: Jonathan White, Recall Analysis Division, NHTSA

Taken from cnn.com on 7/13/01.... http://cnnfn.cnn.com/2001/07/13/home\_auto/wires/daimler\_wg/

# Mercedes sets recall

150,000 Mercedes-Benzes made in 1995, 1996 may have faulty airbags

July 13, 2001: 11:43 a.m. ET

€ SAVE THIS € PRINT THIS € MOST POPULAR

FRANKFURT, Germany (Reuters) - German-U.S. auto maker DaimlerChrysler said Friday it is recalling 150,000 Mercedes-Benz cars to replace the vehicles' airbag modules.

A spokesman said the global recall would cost about €10 million.

The recall affects Mercedes' C, E, S and SL classes built between June 1995 and April 1996.

The spokesman said a handful of incidents drew the company's attention to problems with the unit and <u>DaimlerChrysler</u> (<u>DCX</u>: down \$0.56 to \$48.52, <u>Research</u>, <u>Estimates</u>) decided to replace all the airbag modules on vehicles that might be affected.

This is the second recall of the month for the automaker. The company's Chrysler Group recalled 161, 000 vehicles July 2 to confirm the seatbelts comply with government standards.

OIF-OTA MITSUBISHI MOTOR SALES OF AMERICA, Inc.

May 21, 2001

Jonathan White, Chief Recall Analysis Division National Highway Traffic Safety Administration 400 Seventh St., SW Room 5219 Washington, D.C. 20590 6400 KATELLA AVENUE CYPRESS, CAUFORNIA 90630-5208 (714) 372-6000 (310) 493-1235 TELEFAX (714) 373-1020 TELEX 683453

MAILING ADDRESS: P.O. BOX 6400 CYPRESS, CALIFORNIA 90630-0064

Re: Mitsubishi Motors of Australia Recall Notice

Dear Mr. White:

Attached please find a copy of a "Vehicle Recall Advice" notice from Mitsubishi Motors Australia Ltd. to the Australian Minister for Financial Services & Regulation announcing a safety recall campaign for certain Magna and Verada station wagons built for sale in Australia, New Zealand and Japan. Neither of these two vehicles are imported or sold in the United States or any of its territories. While the 1995 through 2001 Mitsubishi Diamante imported and sold by Mitsubishi Motor Sales of America, Inc in the United States is substantially similar in construction to the subject vehicles, the wiring system and body layout are such that the defect does not affect this model.

Thank you for your understanding in this matter and should you have any comments or questions, please contact me at one of the numbers listed below.

Best regards,

Kent Reeves, Manager

Product Engineering and Technical Compliance

Mitsubishi Motor Sales of America, Inc.

Telephone (714) 372-6362 Fax (714) 892-4131

E-mail kreeves@mmsa.com

# **FACSIMILE COVER SHEET**

**Date:** 9<sup>th</sup> May 2001.

Fax No: 02 6273 4075

Pages: 2 (including this page)

To: Minister for Financial Services & Regulation

Parliament House Canberra ACT

cc: Director, Federal Office of Road Safety - (02) 6274 7477

Ref: SD2000-GC28-xxx

Subject: Vehicle recall advice

Mitsubishi Motors Australia Limited advise that we are preparing to launch a recall campaign on our product as attached in accordance with the "Uniform Code of Practice".

# Vehicles Affected

Mitsubishi Magna and Verada Wagons built between November 1996 and May 2000 with the last six (6) digits of the Vehicle Identification number (VIN) in the ranges listed below.

| TE Magna  | Wagon | Between ( | 023393 | and | 038761 | (inclusive) |
|-----------|-------|-----------|--------|-----|--------|-------------|
| TF Magna  | Wagon | Between ( | 000002 | and | 060026 | (inclusive) |
| TH Magna  | Wagon | Between   | 000010 | and | 030303 | (inclusive) |
| TJ Magna  | Wagon | Between   | 000011 | and | 000013 | (inclusive) |
| KE Verada | Wagon | Between   | 000338 | and | 003563 | (inclusive) |
| KF Verada | Wagon | Between   | 000001 | and | 009537 | (inclusive) |
| KH Verada | Waqon | Between   | 000004 | and | 004812 | (inclusive) |
| KJ Verada | Wagon | Between   | 000007 | and | 000007 | (inclusive) |

# **Vechicle Quantity**

 Australia
 18,817

 New Zealand
 1,206

 Japan
 2,171

 Total
 22,194

# Campaign Number

010006

# **Description of Problem and Consequances**

There is a possibility that the electrical wiring harness for the fuel pump and fuel gauge assembly may become damaged on some vehicles due to insufficient clearance from the underbody structure. This could cause the ignition switch fuse to blow and the engine to stop

# Rectification Procedure

Fitment of a revised wiring loom assembly.

# Campaign Commencement

This campaign (Australian) will commence on the 12th May 2001.

# **Export Markets**

Distributors in affected export market's have been informed.

# **Enquiry Phone Number**

1300 13 12 11

Yours sincerely,
Mitsubishi Motors Australia Limited

Kevin Tonkin

Manager - National & Export Service

Page 1 of 4

# FACSIMILE

Please deliver the following pages to:

| Name:    | Ms. KATHI | LEEN DEMET | ER. |
|----------|-----------|------------|-----|
| Company: | NHTSA     | ODI        |     |
| Fax No.: | 202.3     | 66.1767    |     |
|          |           | -          |     |

From: Peter Grittner

Quality Control Dept.

Mitsubishi Motor Manufacturing of America, Inc.

Fax # (309) 888-7202

Phone: (309) 888-8953

E-MAIL! PETER. GRITTNER @ MMMA-BN. COM

Date: 9-18-01 Time: 4:45 CDT

There are a total of 4 pages including this cover sheet.

If you do not receive all of these pages, please call Peter Grittner at (309) 888-8953.

# Comments:

Ms. DEMETER,

THE ORIGINAL SIGNED VERSION OF THIS DIR HAS
BEEN SENT TO YOUR OFFICE VIA U.S. CERTIFIED
MAIL. ANY QUESTIONS, PLEASE CALL (OR E-MAIL)

SiNCE DELY Selection MMMA 4



September 18, 2001

Ms. Kathleen DeMeter, Esq.
Director, Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

# Re: Defect Information Report

Ms. DeMeter:

In accordance with the provisions of 49 CFR Part 573.5 Defect and Noncompliance Reports, Mitsubishi Motor Manufacturing of America, Inc. (MMMA) hereby furnishes this <u>Defect Information Report</u> (MMMA reference number 00XSND0128), which contains details of a potential defect in some 2000 model year MMMA manufactured vehicles.

Mitsubishi Motor Sales of America, Inc., (MMSA) will implement this recall acting as an agent of MMMA. Copies of the Owner Notification Letter, Service Bulletin and all other pertinent information will be forwarded to the NHTSA by MMSA prior to customer notification. Mitsubishi Motor Sales of the Caribbean (MMSC) will administer this recall for Puerto Rico, while Mitsubishi Motor Corp. (MMC) in Japan will administer this recall in other countries (Guarn, Brazil and Taiwan).

If you have any questions, please feel free to contact me at (309) 888-8900 or Mr. J. Bachman at (309) 888-8943.

Sincerely,

Jerry Berwanger

Quality Control Department

Vice President

Mitsubishi Motor Manufacturing of America, Inc.

Attachment

00XSND0128

# **Defect Information Report**

Mitsubishi Motor Manufacturing of America, Inc. hereby submits a <u>Defect Information Report</u> for certain 2000 model year vehicles. The contents of this report have been arranged to follow the sequence set forth in the Code of Federal Regulations Title 49 § 573.5(c).

1. The manufacturer's name:

Mitsubishi Motor Manufacturing of America, Inc.

2. Identification of the vehicles and defect item;

| <u>Make</u> | <u>Line</u>                     | Model Year | Dates of Manufacture |
|-------------|---------------------------------|------------|----------------------|
| Mitsubishi  | Galant V6 w/ Federal emissions  | 2000       | 1/30/00 ~ 7/14/00    |
| Mitsubishi  | Eclipse V6 w/ Federal emissions | 2000       | 3/25/99 ~ 7/5/00     |

Item: Tube assembly.

Part Number: MR519048

3. Total number of vehicles:

| <u>Make</u> | <u>Line</u>              | Production Volume |
|-------------|--------------------------|-------------------|
| Mitsubishi  | Galant for U.S. Federal  | 4,987             |
| Mitsubishi  | Eclipse for U.S. Federal | 20,816            |
| Mitsubishi  | Galant for Puerto Rico   | 10                |
| Mitsubishi  | Eclipse for Puerto Rico  | 77                |
| Mitsubishi  | Eclipse for Guam         | 1                 |
|             | - L                      | 25,891            |

4. Percentage of vehicles estimated to contain the potential defect:

It is impossible to estimate the actual number of vehicles that will develop a defect, however, owners of all potentially affected Mitsubishi Galant and Eclipse equipped with V6 and Federal emissions equipment will be notified, and those vehicles will be included in this campaign.

5. Description of the defect including summary:

The power steering oil feed tube may come in contact with an exhaust manifold mounted heat shield in a dynamic mode causing a hole to be worn through the power steering pipe allowing oil leakage. There is no contact in a static condition. Leaking power steering fluid gradually results in a loss of power assist. It is speculated that in the worst case, there may be smoke and possibly fire, but there have been no reports to date.

4/4

00XSND0128

6. Chronological summary of events leading to this determination:

Mitsubishi received warranty information concerning leakage of power steering fluid and smoke. Vehicles were investigated to determine whether these events were caused by a defect and to understand its potential consequences. The diagnosis revealed that the leakage originated from the interference between the power steering oil feed tube and the heat protector. The investigation results led to MMMA's decision to conduct a recall campaign. The 2001 model year vehicles were certified to NLEV standards and did not use this heat shield, thus eliminating possible contact and this defect.

7. Test results for a noncompliance:

Not applicable.

8. Description of the proposed remedy:

Owners of all affected vehicles will be notified and encouraged to bring their vehicles in for modification. Dealers will replace the power steering tube with one having a new routing.

9. Launch date:

The estimated launch date for customer notification is expected within 60 days, when an appropriate supply of parts becomes available and the customer notification letters and service bulletin are completed.

10. Notices, bulletins and communication:

Mitsubishi Motor Sales of America, Inc, acting as our agent will provide the NHTSA with copies of the customer natification letter, the service bulletin and any other appropriate communications under separate cover.

Mitsubishi Motor Sales of the Caribbean (MMSC) will act as our agent concerning Puerto Rico vehicles. This includes the execution of the field fix campaign and reporting completion ratios.

MITSUBISHI MOTOR SALES OF AMERICA, Inc.

September 20, 2001

OFFERTS UNESTIGATION

6400 KATELLA AVENUE CYPRESS, CAUFORNIA 90630-5208 (714) 372-6000 (310) 493-1235 TELEFAX (714) 373-1020 TELEX 683453

MAILING ADDRESS: P.O. BOX 6400 CYPRESS, CALIFORNIA 90630-0064

Mr. Jonathan D. White, Chief Technical Analysis Branch Safety Assurance (Room 5319) NHTSA ODI 400 Seventh Street, S. W. Washington, DC 20590

Dear Mr. White:

On February 20, 2001, Mitsubishi Motor Sales of America, Inc. (MMSA) sent a notice to the NHTSA about a recall announced in Japan for the 2001 Pajero, which is a substantially similar vehicle to the Mitsubishi Montero distributed in the United States by MMSA. The non-safety related recall in Japan was for durability of the transmission oil cooler installed inside the radiator. Under certain conditions the transmission oil cooler inside the radiator could leak and allow engine coolant into the transmission, resulting in an eventual transmission failure.

Due to a miscommunication between MMSA and Mitsubishi Motors Corporation (MMC), MMSA mistakenly reported that the field fix that MMC was adopting in Japan was to install the same transmission oil cooling system that was already installed on the Montero sold in the Unite States. Unfortunately, this is not quite the case. The external transmission oil cooler is indeed the same one installed on the U.S. Montero, but the oil cooler installed inside the radiator is not. The transmission oil cooler that is installed inside the Montero radiator is similar in construction to the one being recalled in Japan.

MMSA monitored the Montero transmission warranty claims and found 12 cases that appear to be directly related to leakage of coolant into the transmission from the transmission oil cooler. While the failure rate is still quite low, MMSA has decided to launch a service campaign to install new radiators that have the improved internal oil cooler to prevent any potential failures.

These customers will be notified by a separate mailing, but at the same time they are notified about the Hydraulic Brake Booster recall (01V-254).

Thank you for your understanding in this matter and if you have any questions please do not hesitate to call.

Kent Reeves, Manager

Product Engineering and Technical Compliance

Mitsubishi Motor Sales of America, Inc.

KR-01-031

Sincerely,



November 1, 2001

Jonathan White, Chief Recall Analysis Division National Highway Traffic Safety Administration 400 Seventh St., SW Room 5219 Washington, D.C. 20590 6400 KATELLA AVENUE CYPRESS, CALIFORNIA 90630-5208 (714) 372-6000 TELEFAX (714) 373-1020 mitsubishicars.com

MAILING ADDRESS: P.O. BOX 6400 CYPRESS, CALIFORNIA 90630-0064

Re: Mitsubishi Motors of Australia Recall Notice

Dear Mr. White:

Mitsubishi Motors of Australia, Ltd. (MMAL) has advised that they have recalled the Mitsubishi Pajero in their home market because of a problem with an aftermarket trailer hitch towbar tongue (commonly referred to as a drawbar or ball mount in the USA). While the Mitsubishi Pajero is substantially similar to the Mitsubishi Montero distributed in the United States by Mitsubishi Motor Sales of America Inc.(MMSA), the trailer hitch tongue that is being recalled is not sold or imported into the United States.

We have attached a copy of the MMAL Recall Notification for your information.

Thank you for your understanding in this matter and should you have any comments or questions, please contact me at one of the numbers listed below.

Best regards,

Kent Reeves, Manager

Technical Compliance and Quality Engineering

Mitsubishi Motor Sales of America, Inc.

Telephone (714) 372-6362 Fax (714) 892-4131

E-mail kreeves@mmsa.com

KR01-037



# Recall Notification



| N | ٥. | 01 | 000 | 9. |  |  |  |  |  |  |
|---|----|----|-----|----|--|--|--|--|--|--|
|---|----|----|-----|----|--|--|--|--|--|--|

October 2001

TO:

Dealer Principal/Service Managers

SUBJECT:

NM Pajero Towbar Tongue Recall Program - 010009

Further to advice from its supplier Frontline Australasia, Mitsubishi Motors Aust Ltd is voluntarily recalling the genuine towbar TONGUE supplied for NM Model Pajero.

#### **CONDITION**

Frontline Australasia, has advised that the affected tongues, (sometimes referred to as "gooseneck"), are susceptible to embrittlement which may cause the tongue to break in certain circumstances.

#### PARTS AFFECTED:

Parts produced between 7th July 2000 and 20th September 2001.

| Part Number | Package                | Part Number | Package                |
|-------------|------------------------|-------------|------------------------|
| MR921368    | Tongue Assembly 2500kg | MR921375    | Tongue Assembly 1200kg |
| MR922915    | Tongue Assembly 2500kg | MR922913    | Tongue Assembly 1200kg |
| MR925749    | Tongue Assembly 2500kg | MR925747    | Tongue Assembly 1200kg |

The Part Number can be found on the Information Placard on the Towbar and Tongue Assembly

# **Dealer Responsibility**

- 1) Confirm the VIN on the recall letter matches the vehicle presented.
- 2) Confirm the recall has NOT already been performed, by inspecting for the presence of a matching "Field Program Completed" decal for program number 010009.
- 3) Where an owner presents a vehicle without a recall letter and they have a tow bar assembly with one of the affected tongues fitted, verify the vehicle is included in the recall by performing a DEACON Vehicle inquiry to confirm the current status of the recall.
- 4) If an Owner Letter is addressed to your dealership please correct the vehicle or, if sold, contact the current owner.
- > If the subject vehicle is included the Deacon Vehicle Inquiry will show 'Outstanding Recall'.
- > Always confirm if a claim has been "received" by using the F7 "Service Program Detail" inquiry key.

NOTE: The owner letter requests owners to advised MMAL if their vehicle is not fitted with a towbar, or the vehicle is fitted with a non-genuine towbar. Based on this advice, the vehicle WILL BE MARKED OFF the recall register.

# Recall Procedure

Vehicle safety is affected as defined in the "Uniform Code of Practice" and an Advertised Vehicles Parts Safety Recall is being conducted in accordance with the Service Procedure Manual, Subject No 10, Page 1, Item 10.2 - "Recall - Safety Related".

# **Computer Printouts**

Dealer Master reports will not be provided as this is a parts related recall.

# Rework Procedure

Refer to attachment included with this letter.

# Warranty Claim Procedure

Claims can only be submitted via electronic warranty claim (NOT DEACON)

# Do Not Return the Recall Program Mailer,

Attach it to a copy of the claim and retain it with the vehicle history file.

#### Program Number: 010009

Labour Allowance and work codes:

| Item                      | LOTS Code | Work code | Time      |
|---------------------------|-----------|-----------|-----------|
| Towbar Tongue Replacement | 010009    | 10        | 0.2 hours |
| Inspection only           | 010009    | 30        | 0.2 hours |

<sup>&</sup>gt; Note: - This includes the 0.1 hours vehicle preparation and service administration allowance.

# **Removed Parts**

Defective parts are to be made unusable - refer attached flow chart.

# Field Program Completed Decal

At the completion of the rectification work, a "Field Program Completed" Decal is to be completed using a Ball Point Pen and affixed to right hand front 'A' pillar near the door check link.

#### Recall Material

Dealers should order an initial quantity of tongues based on your towbar package sales. It is recommended that dealers order approx 40% of parts for initial requirement.

The Part Numbers below (tongue only) have been created for this recall

| MR925867 | 2500 kg |
|----------|---------|
| MR925866 | 1200 kg |

# Owner Notification

All NM Pajero owners will be contacted directly by Mitsubishi Motors Australia Limited, per medium of an "Owner Advice Mailer" explaining the necessity for the Recall Program.

#### **Transient Owners**

Transient owners who have received an "Owner Advice Mailer" have been advised that they may have their vehicle corrected by any Mitsubishi Dealership.

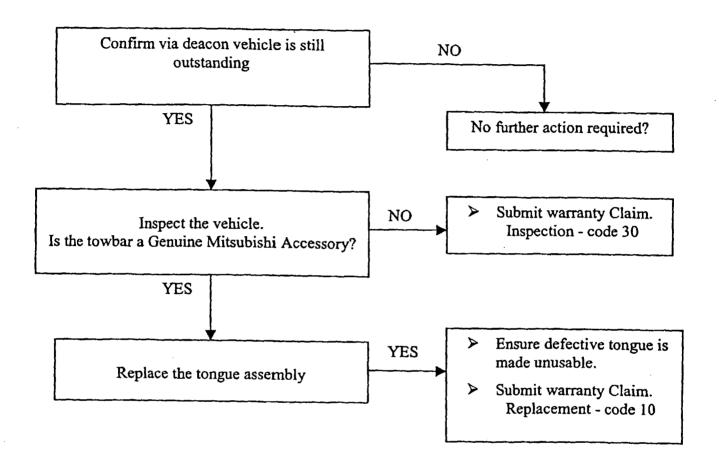
NO ADDITIONAL ALLOWANCE FOR TRANSIENT OWNERS WILL BE ACCEPTED.

Yours sincerely,

D Budden

Manager - Service and Technical Development

# Dealers Inspection & Rectification Procedure.



01F-233



November 9, 2001

6400 KATELLA AVENUE CYPRESS, CALIFORNIA 90630-5208 (714) 372-6000 TELEFAX (714) 373-1020 mitsubishicars.com

MAILING ADDRESS: P.O. BOX 6400 CYPRESS, CALIFORNIA 90630-0064

Jonathan White, Chief Recall Analysis Division National Highway Traffic Safety Administration 400 Seventh St., SW Room 5219 Washington, D.C. 20590

Re: Mitsubishi Motors Recall Notice for Japan built Galant with Active Stability Control

Dear Mr. White:

Mitsubishi Motors Corporation (MMC) has advised that they are conducting a recall in Japan for the Japan-built Mitsubishi Galant equipped with Active Stability Control (ASC). The Mitsubishi Galant built in Japan is substantially similar to the Galant produced at Mitsubishi Motors Manufacturing of America, Inc. (MMMA) and distributed by Mitsubishi Motor Sales of America Inc (MMSA); however, the ACS that is the subject of this recall is not used in the United States.

We have attached a copy of the MMC Recall Notification for your information.

Thank you for your understanding in this matter and should you have any comments or questions, please contact me at one of the numbers listed below.

Best regards,

Kent Reeves, Manager

Technical Compliance and Quality Engineering

Mitsubishi Motor Sales of America, Inc.

Telephone (714) 372-6362 Fax (714) 892-4131

E-mail kreeves@mmsa.com

KR01-038

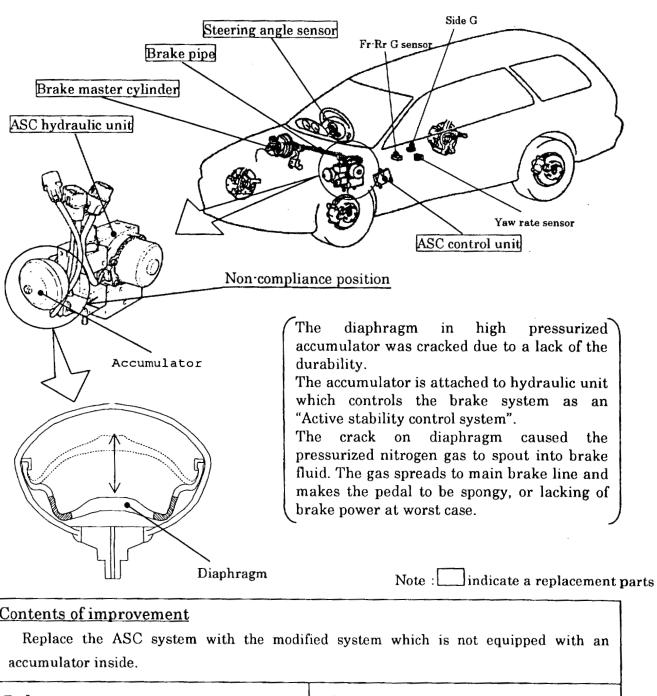
# VEHICLE SAFETY RECALL CAMPAIGN IN JAPAN

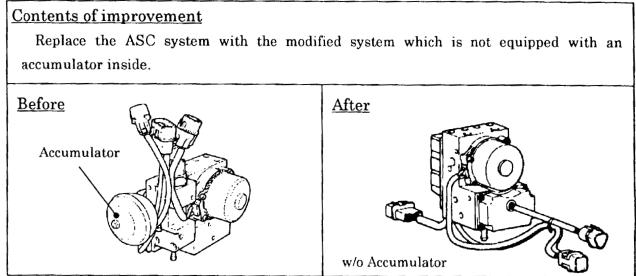
Domestic Vehicles

|   | <del></del>  | · · · · · · · · · · · · · · · · · · · |                          |  |  |
|---|--|---------------------------------------|--------------------------|--|--|
| CAMPAIGNNo.   | 784  | DATE                                  | 2001.11.8                |  |  |
| MANUFACTURER  | MITSUBISHI MOTORS CORPORATION  |                                       |                          |  |  |
|   | THE DIAPHRAGM IN HIGH PRESSURIZED ACCUMULATOR WAS CRACKED DUE TO A LACK OF THE DURABILITY.             |                                       |                          |  |  |
|   | THE ACCUMULATOR IS ATTACHED TO HYDRAULIC UNIT WHICH CONTROLS THE BRAKE SYSTEM AS AN "ACTIVE STABILITY" |                                       |                          |  |  |
| DESCRIPTION<br>OF DEFECT                              | CONTROLS THE BRAKE STSTEM AS AN ACTIVE STABILITY CONTROL SYSTEM".                                      |                                       |                          |  |  |
|   | THE CRACK ON   | DIAPHRAGN                             | M CAUSED THE PRESSURIZED |  |  |
|   | NITROGEN GAS TO SPOUT INTO BRAKE FLUID.  |                                       |                          |  |  |
|   | THE GAS SPREADS TO MAIN BRAKE LINE AND MAKES THE PEDAL   |                                       |                          |  |  |
| TO BE SPONGY, OR LACKING OF BRAKE POWER AT WORST CASE |  |                                       |                          |  |  |

| ТҮРЕ   | COMMERCIAL<br>NAME | MODEL<br>YEAR<br>RECALLED | NUMBER OF<br>VEHICLE |
|--------|--------------------|---------------------------|----------------------|
| E-EC5W | LEGNUM             | 1997 TO 1998              | 10,021               |
| E-EC5A | GALANT             | 1997 TO 1998              | 2,355                |
|        |                    | TOTAL                     | 1 2, 3 7 6           |

# Explanation drawing of improved location









# NISSAN NORTH AMERICA, INCH 16 PH 1:28

DEFECTS INVESTIGATION

December 18, 2000

Mr. Kenneth Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590

OIF-010

Dear Mr. Weinstein:

We are transmitting the enclosed Report of a Defect in a Vehicle in a Foreign Country.

Very truly,

Frank D. Slaveter Corporate Manager, Technical Compliance

Encl.

### REPORT OF A DEFECT IN A VEHICLE IN A FOREIGN COUNTRY

(Not applicable to the U.S. market)

### 1. Manufacturer:

Nissan Motor Company, Ltd.

### 2. Vehicles Potentially Involved:

1999 model year Nissan Cima vehicles produced from August 26, 1998 to March 24, 1999. This model was sold in Japan and has a similar body to the Infiniti Q45 sold in the United States. However, the defective condition in the Cima is not present in the Q45.

### 3. Total Number of Vehicles Potentially Involved:

Approximately 545 in Japan.

### 4. Description of the Defect:

One of the materials used in a condenser in the anti-lock brake system control unit in the Cima was found to be inappropriate for that particular application which can result in increased contact resistance in the circuit board. This may cause the ABS to engage in unnecessary conditions resulting in a longer stopping distance.

#### 5. Reason Not Applicable to the U.S. Market

This defect does not affect the Infiniti Q45 sold in the United States since the U.S. model uses a different supplier for the ABS control unit than the Cima model sold in Japan. The material for the condenser in the ABS control unit for the U.S. model is not the same and has been confirmed to not have this issue.

### 6. Date that Nissan Determined to Conduct Safety Recall:

December 12, 2000.





# NISSAN NORTH AMERICA, INC.

August 28, 2001

Mr. Kenneth Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590

Dear Mr. Weinstein:

We are transmitting the enclosed Defect Information Report in accordance with 49 CFR Part 573. A voluntary recall campaign will be initiated and your office provided with the notices. Nissan currently plans to initiate the campaign in October 2001.

Because the Agency has not specified whether the TREAD Act would require a report of the same recall in a foreign country that is simultaneously being conducted in the United States, we note that a recall campaign will also be conducted in Canada for the same matter.

Very truly,

Frank D. Slaveter Corporate Manager, Technical Compliance

Encl.

STATE OF THE STATE

### DEFECT INFORMATION REPORT

### Manufacturer:

Nissan Mexicana S.A. de C.V.

### 2. Vehicles Potentially Involved:

2000-2001 model year Nissan Sentra vehicles manufactured from February 1, 2000 through June 26, 2001. Vehicles manufactured before and after this date do not use steel wheels which are potentially affected by the defect and no other Nissan models use the same wheel.

### 3. Total Number of Vehicles Potentially Involved:

Approximately 115,000

### 4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Unknown

### 5. Description of the Defect:

The cooling holes in the steel road wheel may have burrs on their edge as a result of improper manufacturing. These burrs can cause stress concentration as the vehicle is being driven. Cracks can propagate from these burrs between adjacent cooling holes. There have been no reports of wheel failure as a result of this incident. However, if cracks develop between a sufficient number of cooling holes, the wheel could fail and separate from the mounting hub.

### Chronology of Principal Events

May 9, 2001 – Nissan received a report of one vehicle with a crack in a steel wheel between two cooling holes.

May – August 2001 – Nissan conducted an investigation to determine the cause of the incident and whether there is any safety consequence.

August 21, 2001 – Nissan determined that a safety related defect may exist and that a recall campaign should be conducted.

The manufacturer of the steel road wheel is:

Hayes Wheels Acero, de C.V. Plano Regulador #8
Xocoyahualco, C.P. 54080
Tlanepantla, Edo. de Mexico
Mexico

### 7. Description of Corrective Action:

Nissan will conduct two owner notifications. The first notification will be sent beginning in early October. Owners will be requested to bring their vehicle to a dealer for inspection of the wheels to see if any cracks are present. Any cracked wheels will be replaced. This notification will be conducted in phases because of the large number of vehicles involved beginning with the oldest vehicles. A second owner notification will begin in early December, at which time Nissan will have an adequate number of replacement wheels, requesting that the owner return to the dealer to have the wheel replaced on their vehicle. This notification will also be conducted in phases.

### 8. Copy of Notices:

Copies of all notices will be provided to NHTSA as they become available.



# NISSAN NORTH AMERICA, INC.

August 30, 2001

Mr. Kenneth Weinstein Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590

Dear Mr. Weinstein:

We are transmitting the enclosed Defect Information Report in accordance with 49 CFR Part 573. A voluntary recall campaign will be initiated and your office provided with the notices. Nissan currently plans to initiate the campaign in September 2001.

Because the Agency has not specified whether the TREAD Act would require a report of the same recall in a foreign country that is simultaneously being conducted in the United States, we note that a recall campaign will also be conducted in Australia and Canada for the same matter.

Very truly,

Frank D. Slaveter Corporate Manager,

**Technical Compliance** 

Encl.

DEFEGIS INVESTIGATION

### **DEFECT INFORMATION REPORT**

### Manufacturer:

Nissan Motor Company, Ltd.

### Vehicles Potentially Involved:

2001 model year Nissan Pathfinder vehicles manufactured from December 20, 2000 through June 8, 2001 and 2001 model year Infiniti QX4 vehicles manufactured from January 8, 2001 through June 8, 2001. Vehicles manufactured after this date are not affected and no other Nissan models are affected.

### 3. Total Number of Vehicles Potentially Involved:

Approximately 31,000

### 4. Percentage of Vehicles Estimated to Actually Contain the Defect:

Approximately 5 percent.

## Description of the Defect:

Some of the brackets used to attach the two gas struts to the rear door (hatch) may not have been made to specification. At high ambient temperature, the increase in gas pressure in the struts may cause one or both brackets to bend resulting in the strut(s) detaching from the bracket(s) when opening or closing the rear door. If both struts detach from the brackets, the door will rapidly fall down and possibly strike someone.

### 6. Chronology of Principal Events

March 17, 2001 – Nissan received a report concerning rattling noise in Pathfinder vehicles sold in the Middle East due to rear door gas struts detaching from the bracket on the door.

April – June 2001 – Nissan conducted an investigation of the incident and determined it was occurring because the bracket was bending due to the fact it was not made to specification.

June 8, 2001 – Nissan implemented a countermeasure in production in order to prevent rattling incidents due to a rear door gas strut detaching from the bracket.

June – August 2001 – Nissan continued its investigation to determine if there was any safety issue concerning this incident.

August 24, 2001 – Nissan completed its investigation and determined that a safety related defect may exist and that a recall campaign should be conducted.

The manufacturer of the bracket for the gas strut is:

Stabilus 2-15-1 Kohnan Minato-ku Tokyo 108-6031 Japan

### 7. Description of Corrective Action:

All owners of potentially affected vehicles will be notified in September 2001. The brackets for the struts will be replaced with new ones.

### 8. Copy of Notices:

Copies of all notices will be provided to NHTSA as they become available.

01F-074



Law Department

May 8, 2001

Associate Administrator for Enforcement National Highway Traffic Safety Administration 400 Seventh Street SW Washington, D.C. 20590

Re: PACCAR Australia Campaign

Eaton Ackermann Arm

Dear Sir or Madam:

Pursuant to the TREAD Act, we are submitting the attached notification from PACCAR Australia regarding a recall of Eaton Ackermann Arms installed on certain Kenworth-Australia vehicles built between 1988 and 1992. PACCAR Australia sent the attached notice to the Australia Transport Safety Bureau on April 12, 2001.

Identical or substantially similar components were also used on vehicles built in the United States. PACCAR and Eaton Corporation are reviewing the information that led to this recall in Australia to determine whether the same conditions exist in the U.S. When additional information is available, it will be forwarded to your office.

Very truly yours,

Kenneth R. Brownstein

Senior Counsel

KRB:kah

Enclosure



64 Canterbury Road Bayswater Victoria Australia 3153

Tel: +61 (3) 9721 1500 Fax: +61 (3) 9720 4144

Date: 12 April, 2001

CONFIDENTIAL

| TO:      | Jane Smidmore        | Page 1 of 1 |
|----------|----------------------|-------------|
| COMPANY: | A.T.S.B.             | Fax No:     |
| FROM:    | Roland Hollingsworth | Priority:   |
| CC:      |                      | Ref No:     |

Jane

Re: Eaton Ackermann Arm Safety Related Recall 01-02

We wish to advise of a voluntary recall to be conducted on Australian built Kenworth Trucks with Eaton EFA12F4 front axles built between 1988 and 1992. Records indicate 324 trucks may be effected.

Field inspections reveal trucks fitted with Ackermann steering arm part numbers 806664 & 806665 may exhibit varying levels of fatigue cracking over an extended service life. Should an Ackermann Arm fail a vehicle would lose steering control.

Both Kenworth Trucks Australia and Eaton Australia believe it prudent to change these arms out to a later design which incorporates induction hardening.

Should you have any further queries please do not hesitate to contact me directly on 03 9721 1446.

Regards

1/ Mollingeworth

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A STATE OF THE STA

PACCAR Inc

Law Department

June 25, 2001

Associate Administrator for Enforcement National Highway Traffic Safety Administration 400 Seventh Street SW Washington, D.C. 20590

Re: PACCAR Australia Campaign

**Eaton Ackermann Arm** 

Dear Sir or Madam:

Pursuant to the TREAD Act, PACCAR Inc notified NHTSA on May 8, 2001 of a safety recall in Australia involving certain vehicles that were manufactured between 1988 and 1992 by Kenworth-Australia. The affected components (Eaton Ackermann Arms) are substantially similar or identical to those used on vehicles in the United States during and after this time frame. PACCAR has reviewed the information that led to the recall in Australia. This review included discussions with Eaton Corporation and Dana Corporation regarding the subject components. PACCAR has determined that a safety recall will not be initiated in the United States.

Inspection and metallurgical analyses have been performed by Dana Corporation on several of the suspect components from Australia. The conclusions from the analyses identify high cycle reverse bending fatigue as the cause of failure.

Operating conditions play a significant role in reverse bending cycles. The operating conditions for heavy-duty trucks are significantly different between the United States and Australia. The Australian roads are narrower than those of the United States frequently forcing approaching vehicles to drive on the non-maintained "shoulder" of the road as they pass. This maneuver increases the shock loads and the number of reverse bending cycle inputs into the front axle. In addition, the lesser-maintained roads in Australia expose the axle components to increased stresses.

Also, the axle components are subjected to increased loads in Australia when compared to similar components in the United States. This is a result of the 12F4 axle being approved for a rating up to 14,300 lbs. (6 metric tonnes plus ½ tonne tolerance) in Australia, while the maximum rating for this same axle when installed on a vehicle operating in the United States is limited to 12,000 lbs.

Associate Administrator for Enforcement June 25, 2001 Page 2

In recognition of these differences in road conditions and ratings, in 1992, a production change was made and induction-hardened (stronger, more durable) Eaton Ackermann Arms were implemented in Kenworth vehicles manufactured in Australia. Eaton determined at that time that the induction-hardened components were not required on vehicles operating in the United States.

This change was consistent with the inclusion of other heavy-duty components throughout the chassis, cab structure, and sleeper structure of vehicles manufactured in Australia in response to the more severe operating conditions present there. As an example, the following additional modifications are made in the front axle area of a PACCAR product when a similar vehicle is manufactured for use in Australia instead of the United States: heavy construction shock absorber mounts, higher load-rated front springs, steel spring drive brackets (in place of aluminum), reinforced brake camshaft supports, and steel-braced spring drive brackets.

With respect to United States applications, PACCAR has searched its warranty database, insured claims, and lawsuit database for reports of Ackermann Arm failures in the United States and found no such reports or claims.

In conclusion, PACCAR has determined that there is no need to take further action regarding the substantially similar or identical components in the United States. Therefore, PACCAR will not initiate a safety recall of this component in the United States.

Please provide a copy of any future inquiries regarding these components to Deborah Severs at Eaton Corporation, Eaton Center, 1111 Superior Avenue, Cleveland, Ohio 44114.

Very truly yours,

Kenneth R. Brownstein

Senior Counsel

KRB:kah

cc: Deborah Severs (Eaton Corporation)



### AMERICAN SUZUKI MOTOR CORPORATION

01F-011

January 22, 2001

Mr. L. Robert Shelton Associate Administrator for Safety Assurance National Highway Traffic Safety Administration 400 7th Street, S.W. Washington, D.C. 20590

Dear Mr. Shelton:

Enclosed is a copy of a letter we sent to Secretary Designate Mineta concerning a determination by Suzuki Motor Corporation to conduct a safety recall in a foreign country. The notification was provided pursuant to the reporting requirements in the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act.

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

Kenneth M. Bush

Regulations Manager

Government Relations Department

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OFFER 13 FR 3: 43

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3/10



### AMERICAN SUZUKI MOTOR CORPORATION

January 22, 2001

01F-011

Mr. Norman Y. Mineta Secretary of Transportation Designate U.S. Department of Transportation Washington, DC 20590

Dear Mr. Mineta:

On behalf of Suzuki Motor Corporation (SMC), this is to report a determination by SMC to conduct a safety recall in a foreign country. This report is submitted pursuant to the reporting requirements in the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act of 2000.

SMC has decided to conduct a recall on all 1999 and 2000 model year and certain 2001 model year Suzuki Grand Vitara vehicles sold in Canada. Suzuki Grand Vitara vehicles sold in the United States are substantially identical in the affected system to Suzuki Grand Vitara vehicles sold in Canada. Attached, for your information, is a copy of the Notice of Defect that was submitted to Transport Canada.

Suzuki has looked at incident data from the U.S. market and believes that these data do not support a similar campaign in the U.S. No fires have been reported in either Canada or the United States.

Sincerely,

AMERICAN SUZUKI MOTOR CORPORATION

Kenneth M. Bush

Regulations Manager

Government Relations Department

cc: Mr. L. Robert Shelton, NHTSA



### SUZUKI CANADA INC. HEAD OFFICE/SIÈGE SOCIAL

100 East Beaver Creek Rd., Richmond Hill, ON L4B 1J6 Telephone: (905) 889-2600 Facsimile: (905) 764-1574 Website: www.suzuki.ca

January 16, 2001

01F-011

Transport Canada 330 Sparks St. Place de Ville, Tower "C" Ottawa, Ont. K1A 0N5

Attention:

Derek Sweet: A/Director General

Road Safety & Motor Vehicle Regulation Directorate

RE: Notice of Defect; 1999-2000 Model Year Grand Vitara Fuel Pipe

Dear Mr. Sweet:

As required under Section 10(1) of the Canada Motor Vehicle Safety Act assented to May 6, 1993, and Section 15 of the Regulations, Suzuki Canada Inc. submits the following Notice of Defect information.

1. Name of Manufacturer and Importers

Manufacturer: Suzuki Motor Corporation (SMC)

importer:

Suzuki Canada Inc. (SCI)

2. Identification of Motor Vehicles Potentially Involved

All 1999 and 2000 model year and certain 2001 model year Suzuki Grand Vitara Multipurpose Passenger Vehicles within the affected VIN range below.

| MODEL YEAR | AFFECTED VIN RANGE                   |
|------------|--------------------------------------|
| 1999       | ALL                                  |
| 2000       | ALL                                  |
| 2001       | JS3TD62V814150009-+JS3TD62V314152394 |

Total Number of Motor Vehicles Involved

8,100

4. Percentage of Motor Vehicles Estimated to Contain the Defect

100% of Vehicles.

### 5. <u>Description of Defect</u>

Under ambient temperatures below -25 Celsius, fuel system pressure may increase at the time of engine start up, resulting in fuel loss at the fuel pipe/fuel hose connection. Fuel loss in the presence of an ignition source, could ignite and result in a vehicle fire.

### 6. Chronology of Principal Events

January 2000,

Suzuki Canada Inc. received the first report of a fuel leak and provides this information to Suzuki Motor Corporation.

### 7. Description of Corrective Action

Suzuki Canada Inc. will conduct a Safety related campaign to replace the Intake Manifold Vacuum Union and Fuel Pressure Regulator on all affected vehicles. Suzuki Canada Inc. currently anticipates notifying owners in Canada during the first week of February, 2001.

#### 8. Copy of Notices

Campaign Bulletin and Customer notification letter are being prepared now. Copies of these notices will be furnished to Transport Canada when they are finalized.

### 9. Suzuki Campaign Number

Special #36.

Sincerely,

SUZUKI CANADA INC.

William J. Collins

Managér

Government Relations/Technical Legal Affairs

01F-109

#ECENTO 01 JUL -3 AH 8: 10

1270年 1270年12月1日 - 1270年 PACCAR inc

Law Department

June 25, 2001

Associate Administrator for Enforcement National Highway Traffic Safety Administration 400 Seventh Street SW Washington, D.C. 20590

Re: Front Axle (Meritor FG941) Rating Non-Compliance Kenworth Recall No.: 01KW4

Dear Sir or Madam:

Enclosed are three (3) copies of the notification letters that were sent by Kenworth Truck Company to its dealers/service managers on June 15, 2001 and to its customers on June 22, 2001.

Very truly yours,

Kenneth R. Brownstein

Senior Counsel

KRB:kah Enclosure



CUSTOMER SERVICE DEPT:

CATEGORY: Product Recall

> TITLE: Campaign 01KW4

Meritor Axle Ratings

PG: 1 OF 1

For FG941

NUMBER:

C-E-098

06/15/01

DATE: VALID UNTIL: Superseded

### A Division of PACCAR

FEDERAL RECALL CAMPAIGN 01KW4 MERITOR FG941 AXLE RATINGS ON T800, C500 & W900's BUILT BETWEEN OCTOBER 1994 AND APRIL 2001

Kenworth Truck Company has decided that a non-compliance with certification requirements exists on certain T800, C500 and W900 chassis that were manufactured with Meritor FG941 Series axles between October 1994 and April 2001. A total of 14 U.S. and 16 Canadian trucks are involved in the campaign. The chassis list and a copy of the customer letter are attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator of "01KW4" in the campaign field.

#### **SITUATION**

Kenworth recently determined that a Meritor de-rate calculation was not included when determining the GAWR of vehicles built with a Meritor FG941 front axle. This calculation/procedure takes into account the vehicle's track width in determining GAWR or maximum load allowable based on the axle, brake drum, and wheel combination. This track width parameter was not accounted for in the determination of the GAWR for the front axle on vehicles produced with a Meritor FG 941 axle, and therefore, the GAWR of the subject vehicles is incorrect and overstated.

#### RESOLUTION

Kenworth Truck Company is initiating a recall to correct the affected chassis by either assigning the corrected GAWR weight rating of the front axle or by changing the required components to accommodate the currently assigned rating noted on the driver's-door-mounted label. Reference the attached chassis list for each chassis affected. Contact PACCAR Parts Research at 1-800-944-0251 for chassis specific instructions and parts requirements to correct each chassis affected.

It is a violation of Federal law for a dealer to sell or lease new vehicles covered by this recall until the defect or noncompliance has been corrected.

### WARRANTY

Submit a recall claim type "C" to Kenworth containing all parts and labor required to correct the subject chassis. The warranty claim is to include the campaign code "01KW4" so the chassis record can be properly updated.

| TRANSMITTAL/HANDLING INSTRUCTIONS                           |  |                                       |   |  |
|---|--|---------------------------------------|---|--|
| RETAIN:  X Dealer Principal  Truck Manager  X Parts Manager | X Service Manager X Warranty Manager Other | Supersedes#: Questions? Call: Re (42) | Dated:<br>call Specialist<br>25) 828-5418 |  |

# <u>01KW4 - CHASSIS LISTING</u> <u>MERITOR FG941 AXLE RATINGS</u>

# Chassis List:

| Chassis | Dealer   | Customer   |
|---------|----------|--|
| 677553  | R240     | Richard E and/or Carol Seiffert                            |
| 686900  | G982     | Garner Environmental Services                              |
| 686901  | G983     | Garner Environmental Services                              |
| 699114  | K300     | St Clair Construction Inc                                  |
| 699115  | K300     | Vessey & Sons  |
| 699116  | K300     | Rognlins Inc   |
| 715391  | 0997     | Jerry Lee Lemka  |
| 715392  | 0997     | Jerry Lee Lemka  |
| 751881  | D005     | James Burg Trucking  |
| 755195  | H200     | Ideal Builders Supply & Fuel Co.                           |
| 755523  | K300     | Pape and Sons  |
| 763739  | W400     | Ken Leingang Excavating                                    |
| 792626  | R280     | John M & Carole J. Chavarria                               |
| 829137  | K300     | Cajun Excavating Inc.                                      |
| 937498  | 1008     | Jo-Ann Trucking Ltd.                                       |
| 937499  | L        | Jo-Ann Trucking Ltd.                                       |
| 942732  |          | Dalta Canada Ltd.  |
| 951134  |          | Fortunaso Trucking   |
| 951228  |          | TBG Contracting Ltd.                                       |
| 951365  | L        | Riteway Vacuum Service                                     |
| 951434  | L        | Norm's Tank Rental Ltd./Can West Crane Equip.              |
| 951435  |          | Norm's Tank Rental Ltd./Can West Crane Equip.              |
| 951439  |          | Elm Patch Rentals Ltd./Total Oilfield Rentals Ltd.         |
| 951653  |          | Delta Energy Ltd.  |
| 951654  | <u> </u> | Delta Energy Ltd.  |
| 952211  |          | Trak North Transport Ltd.                                  |
| 954531  | S001     | DC Equipment/Assoc. Leasing Canada/Wells Construction Ltd. |
| 954532  | S001     | DC Equipment/Assoc. Leasing Canada/Wells Construction Ltd. |
| 954559  | E009     | Midwest Pipeline Rentals                                   |
| 962192  | E009     | Columbia Bitulithic  |

# **Dealer List:**

| Dealer | Chassis |
|--------|---------|
| D005   | 751881  |
| E009   | 951228  |
| E009   | 951365  |
| E009   | 951434  |
| E009   | 951435  |
| E009   | 951439  |
| E009   | 954559  |
| E009   | 962192  |
| G982   | 686900  |
| G982   | 686901  |
| H200   | 755195  |
| 1008   | 937498  |
| 1008   | 937499  |
| 1056   | 951134  |
| K300   | 699114  |
|        |         |

| Dealer | Chassis |
|--------|---------|
| K300   | 699115  |
| K300   | 699116  |
| K300   | 755523  |
| K300   | 829137  |
| 0997   | 715391  |
| 0997   | 715392  |
| R240   | 677553  |
| R280   | 792626  |
| S001   | 942732  |
| S001   | 954531  |
| 5001   | 954532  |
| 8008   | 951653  |
| S008   | 951654  |
| S023   | 952211  |
| W400   | 763739  |

June 15, 2001

Dear Sir/Madam,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Kenworth Truck Company has decided that certain model T800, C500, and W900 vehicles built with a Meritor FG941 axle between October 1994 and April 2001, fail to conform to Federal Motor Vehicle Safety Standard No. 49 CFR 567.4(g)(4), Requirements for Manufacturers of Motor Vehicles. Your truck was manufactured with this configuration.

Kenworth Truck Company has determined that a Meritor de-rate calculation was not included when determining the GAWR of your vehicle's front axle. This calculation takes into account the vehicle's track width which is based on the axle, brake drum, and wheel combination. This track width was not considered while determining the GAWR of certain front axles. Therefore, the GAWR is incorrect and overstated.

Kenworth has initiated a recall campaign to correct this condition by changing the required components to accommodate the rating requested on the original chassis order. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have this work completed. This work will take approximately 3 to 10 hrs. This work will be performed at no charge to you.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000, Attn: Customer Service Department, phone 425-828-5000.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator for Safety Assurance, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll free auto safety hotline at 1-888-327-4236.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed card may be used for this purpose.

We regret any inconvenience that this may cause. We are convinced that this work is essential to the safe operation of your truck.

Sincerely,

Morten Hopland National Warranty Manager APR 13 2001 12:10 FR SUBARU CHERRY HILL 609 488 3255 TO 912023668065

01 F. 000 K 11 F. 000 K

# SUBARU OF AMERICA GOVERNMENTAL AFFAIRS DEPARTMENT

Subaru Plaza
P.O. Box 6000
Cherry Hill, New Jersey 08034-6000
Office: (856) 488-8644
Fax: (856) 488-3255
e-mail: dbearden@subaru.com

### \*\*\*FACSIMILE MESSAGE\*\*\*

TO: Mr. Ken Weinstein

FAX NO: (202) 366-8065

Assoc. Admin. For Safety Assurance

**NHTSA** 

FROM: Don Bearden, Director

DATE: April 13, 2001

NUMBER OF PAGES (INCLUDING THIS SHEET): 4

### **MESSAGE**

# SUBJECT: Subaru Foreign Recall Report

I have attached a letter concerning a recall of Subaru Legacy vehicles in Asia, Europe, South America, Central America and Australia. U.S. and Canadian vehicles are not affected by this recall since these vehicles utilize a different fuel tank and fuel vapor recovery system.

Best Regards.

& Bearde

SUBARU .

Don Bearden
Director of Governmental Affairs
Direct Dial: (856) 488-8644
Fax: (856) 488-3255
E-mail: Gbearden@subaru.com

Subaru of America, Inc. Subaru Plaza PO Box 6000 Cherry Hill, N) 08034-6000 856-488-8500 www.subaru.com

April 13, 2001 Ref. No. GA01-016C

Mr. Kenneth N. Weinstein Associate Administrator for Safety Assurance - NSA-01 National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590 DEFECTS STATES LIGHTLE
OF WAS 1.1 Bit 1. Lift
SECRETARION

Re: Recall Report To Ministry of Land, Infrastructure and Transport
["MLIT"] in Japan on Possible Fuel Tank Leak on 1999-2001MY Subaru
Legacy Vehicles

Dear Mr. Weinstein:

In accordance with the requirements of the TREAD ACT, Subaru of America, Inc. ["Subaru"] hereby submits notification of the filing of a recall report with the Japan Ministry of Land, Infrastructure and Transport [MLIT] concerning a safety recall of certain 1999-2001 model year Subaru Legacy vehicles in Japan to address a possible fuel tank leak. Vehicles exported from Japan to other countries in Asia, Europe, South America, Central America and Australia are also affected. The attached translated copy of the report has been modified to include export vehicles, which are not reported to MLIT.

A fuel tank leak may result from a failure during the vehicle manufacturing process to remove a "cap" on some of the potentially-affected vehicles' outlet vent pipes. U.S. vehicles are not affected by this recall, since they utilize a different fuel tank system incorporating on-board diagnostic (OBD II) and vapor recovery systems. Continued use of a vehicle with the fuel vapor vent system canister external outlet "capped" may cause a crack in the upper surface of the fuel tank, due to pressure build-up and subsequent pressure release (oil canning). A crack in the upper surface of the fuel tank could result in fuel leakage. Potentially-affected vehicles will be inspected, and if an external vent "cap" is found, the fuel tank and canister will be replaced.

The recalled vehicles were assembled at Fuji Heavy Industries' Ota factory in Gunma, Japan, for sale in Japan and markets other than the U.S. and Canada.

A total of 243,946 vehicles must be inspected to confirm that the "cap" of the vent system external outlet has been removed. (It is estimated that approximately 300 of the potentially-affected vehicles still contain the "cap" installed on the vent system external outlet.)

Should you have any questions about this report, please contact me at (856) 488-8644.

Sincerely,

SUBARU OF AMERICA, INC.

Don Bearden, Director Governmental Affairs

DB:ds Attachment

# VEHICLE SAFETY/POLLUTION RECALL CAMPAIGN

# Domestic (Japanese) Production Vehicles Only

| CAMPAIGN No.          | 729  | DATE  | APR.9,2001                       |
|-----------------------|--|---|----------------------------------|
| MANUFACTURER          | FUJI HEAVY INDUSTRIES LTD.                             |   |                                  |
| DESCRIPTION OF DEFECT | ( canister) was inadverten<br>Continued use of the veh | re outlet of fuel vaporized gathy kept closed on some vehicles in such a condition retank through pressure fluction the worst case. | icles.<br>nay cause a crack on t |

| TYPE             | COMMERCIAL NAME | MODEL YEAR RECALLED | NUMBER OF VEHICLES |
|------------------|-----------------|---------------------|--------------------|
| GF-BH5           | LEGACY          | 1999-2001           | 98,913             |
| TA-BH5           |                 |                     |                    |
| GF-BH9           | LEGACY          | 1999-2001           | 24,473             |
| GF-<br>BHC       | LEGACY          | 1999-2001           | 239                |
| LA-BHE           | LEGACY          | 2000-2001           | 3,953              |
| GF-BE5<br>TA-BE5 | LEGACY          | 1999-2001           | 45,447             |

**SUBTOTAL 173,025** 

| TYPE | COMMERCIAL NAME | MODEL YEAR RECALLED | NUMBER OF VEHICLES |
|------|-----------------|---------------------|--------------------|
| BE5  | LEGACY          | 1999-2001           | 8,720              |
| BE9  | LEGACY          | . 1999-2001         | 10,472             |
| BH5  | LEGACY          | 1999-2001           | 17,750             |
| ВН9  | LEGACY          | 1999-2001           | 26,964             |
| BHC  | LEGACY          | 1999-2001           | 5,404              |
| BHE  | LEGACY          | 2000-2001           | 1,611              |
|      |                 |                     |                    |

TOTAL 243,946

Dear Sir/Madam,

This notice is sent to you in accordance with the requirements of the Canada Motor Vehicle Safety Act.

Kenworth Truck Company has decided that certain model T800, C500, and W900 vehicles built with a Meritor FG941 axle between October 1994 and April 2001, fail to conform to Motor Vehicle Safety Regulation 6.1(e)(ii) Compliance Label. Your truck was manufactured with this configuration.

Kenworth Truck Company has determined that a Meritor de-rate calculation was not included when determining the GAWR of your vehicle's front axle. This calculation takes into account the vehicle's track width which is based on the axle, brake drum, and wheel combination. This track width was not considered while determining the GAWR of certain front axles. Therefore, the GAWR is incorrect and overstated.

Kenworth has initiated a recall campaign to correct this condition by changing the required components to accommodate the rating requested on the original chassis order. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have this work completed. This work will take approximately 3 to 10 hrs. This work will be performed at no charge to you.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000, Attn: Customer Service Department.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Director, Vehicle Safety and Energy Operations, Road Safety and Motor Vehicle Regulation, Transport Canada, Ottawa, Ontario K1A 0N5.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed card may be used for this purpose.

We regret any inconvenience that this may cause. We are convinced that this work is essential to the safe operation of your truck.

Sincerely,

Morten Hopland National Warranty Manager

711-1600 TOYOTA TOYOTA MOTOR NORTH AMERICA, INC. **WASHINGTON OFFICE** 1850 M STREET, NW, SUITE 600, WASHINGTON, DC 20036 TEL: (202) 775-1707 4H 8: 09 FAX: (202) 463-8513 BEFORE AND STRATION August 10, 2001 Mr. Kenneth N. Weinstein Associate Administrator for Safety Assurance - NSA-01 National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590 Re: Toyota Yaris Rear Axle Hub Tightening Bolt Foreign Recall Report Dear Mr. Weinstein: In September 2000, the member of the Alliance of Automobile Manufacturer agreed to report to the agency their safety recalls that are conducted in a foreign country on a vehicle or equipment that is also offered for sale in the United States. Therefore, on behalf of Toyota Motor Corporation ["TMC"], we hereby submit a Foreign Recall Report concerning a safety recall of certain Toyota Yaris vehicles sold in the European market to address a possible rear axle hub tightening bolt problem. Should you have any questions about this report, please contact Mr. Mitch Kato at (202) Sincerely, TOYOTA MOTOR NORTH AMERICA, INC.

775-1707.

Takashi Yoshie

Director

TY:mk Attachment

# Foreign Recall Report

Subject: Toyota YARIS rear axle hub tightening bolts problem

### 1. Vehicle Manufacturer Name:

Toyota Motor Manufacturing France S.A.S. ["TMMF"]

2. Affected Vehicles:

| Make/Car Line | Production Period | Number of Vehicles | Countries | Remarks |
|---------------|-------------------|--------------------|-----------|---------|
| Toyota        | February 26, 2001 | 12.950             | Evena     |         |
| YARIS         | - June 29, 2001   | 12,930             | Europe    |         |

### 3. Description of Problem:

Some tightening bolts connecting the rear axle carrier with the rear axle hub were not subjected to final torque confirmation during assembly. As a result some bolts may not have been tightened with sufficient torque. If the vehicle is continuously operated in this condition, the bolts may become loose and this could affect the vehicle's stability.

### 4. Description of Corrective Repair Action:

Tightening torque of the bolts will be confirmed and, if necessary, tightened with proper torque.

### 5. Date of submission of recall report:

Agency: UK - Department of Transport

Date: August 9, 2001

### 6. Reason the affected vehicles sold in the U.S. are not involved in this recall:

This condition only affects TMMF production YARIS vehicles. Although the same rear axle components and design for the YARIS vehicles are used in U.S. sold Toyota Echo vehicles, the Echo is not subject to this campaign because it is produced in the Takaoka Plant - Toyota Motor Corporation, not TMMF. The Takaoka production plant is not affected by this problem.

D/F-/)5 P/TEL (202) 775-1707 FAX: (202) 463-8513

# TOYOTA

### TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE (202) 775-1707
1850 M STREET, NW, SUITE 600, WASHINGTON, DC 20036 77 PM (202) 463-8513

September 17, 2001

Ms. Kathleen DeMeter, Director Office of Defect Investigation National Highway Traffic Safety Administration 400 Seventh Street, S.W. Washington, D.C. 20590



Re:

Lexus LX470/Land Cruiser Tire Campaign in Middle East Countries

Dear Ms. DeMeter:

Given the recent heightened concerns surrounding tire-related issues, we wanted to personally inform you about an upcoming service campaign which will be commenced by Toyota very soon in the Middle East countries on the Toyota Land Cruiser and Lexus LX470. We stress that this campaign is not safety-related (as is outlined in the enclosed report) and does not relate to a defect in the material, design or manufacture of tire or the vehicle, and is therefore not subject to the reporting requirements under the Safety Act and its amendments, nor the AAM voluntary reporting agreement for overseas recalls. However, taking into account the current atmosphere regarding tire-related issues, Toyota wanted NHTSA to be aware of our Tire Maintenance & Awareness Campaign, which will be conducted with the support of our tire manufacturers, to insure NHTSA fully understands the intent of this field action.

Should you have any questions about this report, please contact either myself or Mr. Mitch Kato of our staff at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.

Chris Tintó

Director

CT:mk Attachment

### Toyota service campaign in the Middle East Countries

Subject: Toyota Land Cruiser 100/Lexus LX470 Tire Maintenance & Awareness Campaign

### a. Vehicle Manufacture Name:

Toyota Motor Corporation (Japan)

#### b. Involved Vehicles:

| Make/Car Line              | Production Period                 | Number of Vehicles | Countries     |
|----------------------------|-----------------------------------|--------------------|---------------|
| Toyota<br>Land Cruiser 100 | January, 1998<br>- November, 2000 | 6,500              | Saudi Arabia, |
| Lexus LX470                | - 1101 Cilioci, 2000              |                    | Kuwait        |

### c. Description of Phenomenon

Toyota has received isolated reports of vibration and/or tire damage caused by continuous high-speed driving with low tire inflation pressure.

Toyota also confirmed that such low tire inflation pressure is mainly from improper tire puncture repair and/or intentional reduction of tire pressure for desert driving.

### d. Description of Service Campaign Action

All owners of involved vehicles in the subject countries will be notified by mail about this Tire Maintenance & Awareness Campaign.

This campaign consists of the following tire inspection at no cost to the vehicle owners:

Air pressure, Improper Puncture Repair, External Damage and Wearing Condition

After inspection, if tires have low pressure usage, improper puncture repair or external damage, it will be replaced as a one-time basis service free of charge including the cost of refitting and balancing.

In addition to the above, Toyota will provide the customer with:

Proper Tire Maintenance Leaflet and Proper Tire Puncture Repair Method Leaflet, Free Gift Tire Pressure Gauge and Tire Tread Depth Gauge

### e. Schedule

The campaign will start as soon as possible after necessary arrangements are made, which includes replacement tire preparation.

Toyota expects that it will be able to commence this campaign sometime in September.

# f. Reason the vehicles sold in the U.S. are not involved in this campaign

Toyota Land Cruiser and Lexus LX470 sold in the USA were equipped with different type of tires as well as the difference of driving and tire maintenance condition between the USA and Middle East Countries.

01F-123

# TOYOTA TOYOTA MOTOR NORTH AMERICA, INC.

WASHINGTON OFFICE 1850 M STREET, NW, SUITE 600, WASHINGTON, DC 20036

TEL: (202) 775-1707 FAX: (202) 463-8513

014-228

July 3, 2001

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance – NSA-01
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RECEIVED

OI JUL -5 AH 8: 27

OFFICE MATIO

Re:

Toyota Highlander Brake System
Part 573, Defect Information Report

Dear Mr. Weinstein:

In accordance with the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573, on behalf of Toyota Motor Corporation ["TMC"], we hereby submit a Defect Information Report concerning a safety recall of certain 2001 model year Toyota Highlander vehicles to address a possible brake system problem.

Should you have any questions about this report, please contact Mr. Michiteru Kato at (202) 775-1707.

Sincerely,

TOYOTA MOTOR NORTH AMERICA, INC.

Takashi Yoshie

Director

TY:mk Attachment

### **DEFECT INFORMATION REPORT**

### 1. Vehicle Manufacturer Name:

Toyota Motor Corporation ["TMC"] 1, Toyota-cho, Toyota-city, Aichi-ken, 471-8571 Japan

### Affiliated U.S. Sales Company

Toyota Motor Sales, USA, Inc. ["TMS"] 19001 South Western Avenue Torrance, CA 90509

### 2. <u>Identification of Affected Vehicles</u>:

Based on production records, we have determined the affected vehicle population as set forth in the table below.

| Make/                     | Model | Manufac-t | VIN               |                                     | Production |
|---------------------------|-------|-----------|-------------------|-------------------------------------|------------|
| Car Line                  | Year  | urer      | VDS               | VIS                                 | Period     |
| Toyota<br>Highlander 2001 |       | GD21A     | 0001004 - 0013446 | August 31, 2000 -<br>May 15, 2001   |            |
|                           | TMC   | GF21A     | 0001002 - 0016640 | August 31, 2000 -<br>May 16, 2001   |            |
|                           |       | HD21A     | 0001016 - 0007137 | November 17, 2000 -<br>May 14, 2001 |            |
|                           |       | HF21A     | 0001008 - 0027573 | August 31, 2000 -<br>May 15, 2001   |            |

Note: Although the involved vehicles are within the above VIN ranges, not all vehicles in these ranges were sold in the U.S.

### 3. Total Number of Vehicles Potentially Affected:

41,169

# 4. Percentage of Vehicles Estimated to Actually Experience Malfunction:

Unknown

### 5. <u>Description of Problem:</u>

In the brake system of the subject vehicles, the pressure inside the reservoir tank for the brake master cylinder goes to negative (i.e. vacuum) during cold soak. Under this condition, a small amount of air may enter into the master cylinder through an internal seal when the driver repeatedly applies the brakes. If the vehicle is continuously operated in this condition, the driver may hear a strange noise followed by a softer pedal feel when he/she applies the brakes. In the worst case, brake pedal stroke may increase, which will be accompanied by illumination of the brake warning lamp.

### 6. Chronology of Principal Events:

### January 2001

TMC received field information from the Japanese market regarding the subject vehicle which was experiencing a strange noise when the brake was applied. Although TMC recovered a brake booster to identify a cause of the failure, no abnormal condition was found.

### March through May 2001

TMC received an additional field report which alleged softer-than-normal pedal feel when the brake was applied. TMC then investigated the problem with the vehicle and was able to confirm the alleged softer pedal feel as well as the abnormal noise, and subsequently confirmed that a small amount of air existed in a brake line. After bleeding the air from the brake line, no abnormal pedal feel and noise were experienced. The following investigations were conducted to identify the cause of the failure:

- 1) The production process was investigated to ascertain if any possibilities existed for air to enter the brake line, however no abnormal situation was found.
- 2) The recovered brake master cylinder and brake booster were investigated fully but no abnormalities were found in their operation, performance, and accuracy of dimensions for each component.
- 3) During investigations to replicate the failure condition, it was found that the same phenomenon can occur when air exists in the brake master cylinder.

TMC then presumed that vacuum in the reservoir tank allows air to enter into the master cylinder. Therefore the reservoir filler cap was changed in production to a different ventilation type to prevent generating a vacuum in the reservoir tank.

### June 2001

In order to identify a root cause of this failure, TMC conducted further investigations. As a result of the investigations, TMC confirmed the following:

The internal pressure of the reservoir tank for the brake master cylinder goes negative during a cold soak. Under this condition, a small amount of air may enter into the master cylinder through its internal seal when a driver repeatedly applies the brakes.

- The air causes an abnormal noise when a driver applies brakes.
- When the volume of the air increases, the driver experiences a softer-than-normal brake pedal feel.
- In the worst case, brake pedal stroke may increase, which is accompanied by illumination of the brake warning lamp.
- It was confirmed that no failure had occurred with the reservoir filler cap which had been installed on production vehicles since mid-May, 2001.

Based upon the investigations described above, and although no accident has been reported from the field, Toyota has decided to conduct a safety recall for Highlander vehicles sold in the U.S. which utilize the same reservoir filler cap as the Japanese models.

This safety recall will also be conducted in Japan and Canada.

### 7. Description of Corrective Repair Action:

All known owners of the subject vehicles will be noticed by first class mail to return their vehicles to a Toyota dealer for bleeding of any air in the brake lines and replacement of the reservoir filler cap.

#### 8. Recall Schedule:

1

Mailing of the owner notifications will commence on around the end of July and be completed around mid-August 2001.

Copies of the owner notification and dealer instructions will be submitted as soon as they are available.

01F-177



OFFERTS INVESTIGATION

September 20, 2001

TELEFAX TO: Kelly Schuler

**Recall Analysis Division** 

**NHTSA** 

Fax# (202) 366-7882

FROM: Gary Jones

Saab Cars USA, Inc. Fax# (248) 685-5604 Phone# (248) 685-6966

### RE: Global Recall 01V-222 (Saab 15002)

Ms. Schuler,

This is to inform you that Saab Automobile AB, is performing Recall 01V-222 on a global basis.

Although the inadvertent deployment of the passenger air bag has only occurred in the United States, the air bag system is the same globally. This means that the inadvertent deployment could happen anywhere.

Attached as page two is a listing of the countries and volumes of this global recall.

If you have any questions concerning this information, please let me know.

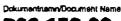
Thank you,

Gary Jones

Manager, Product & Emission Compliance

attachment

Infokinastinto Clease





**PSC 150 02** 

Godkänd/Approved By
TAI Thomas Sundström
Utfardare (Intern postadress, namn)/Issued by
D1-2 TAID Robert Bäversjö

Telefax +46 520 780 70 Telefon/Phone

+46 520 852 97

Lagringsdata/File

Regint/Regino

 Detum/Date
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 2001-09-20
 1
 1 (3)

# Product Safety Campaign 150 02 - Passenger airbag ground cable SAAB 900 M98

SAAB Automobile AB has decided to initiate a Product Safety Campaign (according to instruction P&P Q-0802, item 2.3.1) regarding SAAB 900 M98 with passenger airbag originally sold in the markets below or currently registered in your market.

The purpose of this Product Safety Campaign is to add a ground cable to the passenger airbag to eliminate the risk of electro static discharge.

#### **CARS CONCERNED**

22 994 SAAB 900 M98 with passenger airbag within the chassis number limits:

900 3/5d 900 CV W2000001-W2019950 W7000002-W7008292

MARKETS CONCERNED - NUMBER OF CARS CONCERNED

| 4200 | SWEDEN            | 137  |
|------|-------------------|------|
| 4325 | IDS               | 563  |
| 4500 | INTERNAL CARS     | 52   |
| 4724 | SAAB OPEL FINANCE | 7    |
| 5015 | DENMARK           | 280  |
| 5020 | FINLAND           | 36   |
| 5042 | NORWAY            | 460  |
| 5055 | BELGIUM           | 217  |
| 5060 | GREAT BRITAIN     | 3943 |

| 200  | 1-09-20 1      | 1 (3)  |
|------|----------------|--------|
| 5083 | GREECE         | 10     |
| 5086 | ICELAND        | 3      |
| 5090 | NETHERLANDS    | 333    |
| 5100 | ITALY          | 166    |
| 5103 | ITALY          | 2      |
| 5115 | FRANCE         | 328    |
| 5121 | PORTUGAL       | 1      |
| 5131 | SWITZERLAND    | 194    |
| 5165 | GERMANY        | 1604   |
| 5186 | AUSTRIA        | 38     |
| 5213 | LATVIA         | 1      |
| 5229 | RUSSIA         | 1      |
| 5232 | ISRAEL         | 7      |
| 5233 | TURKEY         | 2      |
| 5236 | CZECH REPUBLIC | 18     |
| 5237 | POLAND         | 2      |
| 5238 | HUNGARY        | 12     |
| 5239 | RUSSIA         | 2      |
| 5249 | RUSSIA         | 3      |
| 5265 | CANADA         | 263    |
| 5272 | USA            | 12,036 |
| 5297 | AUSTRALIA      | 691    |
| 5311 | CHILE          | 1      |
| 5352 | CYPRUS         | 6      |
| 5424 | SPAIN          | 194    |
| 5430 | SOUTH AFRICA   | 14     |
| 5619 | SINGAPORE      | 36     |
| 5626 | TAIWAN         | 115    |
| 5629 | HONG KONG      | 39     |
| 5645 | JAPAN          | 1196   |
| 5680 | RELAND         | 63     |
| 5713 | LEBANON        | 15     |
| 5719 | OMAN           | 5      |
| 5733 | KUWAIT         | 9      |
| 5780 | ARGENTINE      | 5      |
|      |                |        |





01V-314 DIF-197

October 2, 2001

TELEFAX TO: The Office of Kenneth Weinstein Fax# (202) 366-7882

FROM: Gary Jones / Saab Cars USA, Inc.

Dear Mr. Weinstein:

Following this cover page is a Part 573 initial defect information report concerning a safety defect found on some 2002 model year Saab 9-3 models.

The original signed report on letterhead is being sent certified mail to you today. The reason for this fax copy is that reports of this recall action have already been published in the Swedish press and we wanted to provide you this information as soon as possible in case you received any questions.

This is a global action, and at the end of this report, I am including a list of the countries and number of vehicles involved.

If you have any questions on this fax or on the final report that you should receive in the next day or two, please contact me at (248) 685-6966, Fax# (248) 685-5604, or e-mail at gary.jones@gm.com.

Sincerely,

Gary Jones

Manager, Product & Emissions Compliance

Saab Cars USA, Inc.

October 2, 2001

#### Sent Via Certified Mail

Mr. Kenneth Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

#### RE: INITIAL DEFECT INFORMATION REPORT -RECALL 15005

Dear Mr. Weinstein:

Pursuant to the requirements of the National Traffic and Motor Vehicle Safety Act of 1966 and as the agent of Saab Automobile AB, Saab Cars USA, Inc. (hereafter "Saab") informs you of a determination by Saab Automobile AB that a safety related defect may exist in approximately 1,366 2002 model year Saab 9-3 passenger cars imported into the United States. Within the VIN range and model range specified in the attached report, Saab has found that the tie rod end retaining nuts may not have been properly torqued at the factory. The corrective action for this defect is checking the torque of the tie rod retaining nut, and if necessary, tightening it to the proper specification.

All vehicles affected by this recall have been, or are being checked and corrected prior to customer delivery. All but seven vehicles are being corrected at the port of entry prior to dealer delivery. The remaining seven vehicles had been shipped to three dealers, where corrective action is being performed prior to retail delivery to the customer.

Since all vehicles affected by this defect were captured and are being corrected prior to retail delivery, there will be no owner notification of this recall.

Enclosed is the Initial Defect Information Report for this recall. As required by 49 CFR Part 573.5 (c)(9), copies of any notices, bulletins and other communications that relate directly to this recall will be submitted to you within five (5) days after being sent to Saab dealers or owners.

Sincerely,

Gary Jones
Manager, Product & Emissions Compliance

Attachment

### INITIAL DEFECT INFORMATION REPORT (MOTOR VEHICLES)

(Pursuant to the Requirements of \$573.5 Title 49 of CFR)

Type of Determination:

X

Safety-Related Defect

Date of This Report:

October 2, 2001

Recall Numbers:

15005 Saab \_\_\_ NHTSA

Manufacturer Name:

Saab Automobile AB

Agent (Importer):

Saab Cars USA. Inc.

IDENTIFICATION OF VEHICLES POTENTIALLY CONTAINING THE DEFECT:

Make: Saab

| Model | Model<br>Year | Production Date From To | es<br>VIN Range(s)           | Number of<br>Vehicles Affected |  |  |
|-------|---------------|-------------------------|------------------------------|--------------------------------|--|--|
| 9-3   | 2003          | 8/16/01 - 8/27/0        | 1 YS3D<br>22002337 - 2200924 | 9 1,366                        |  |  |

Total Vehicles

Affected:

1.366

Percentage Estimated

To Contain Defect:

< 0.1%

#### Page 2

#### **DESCRIPTION OF DEFECT:**

The defect is an improperly tightened tie rod end nut. This possibility exists due to a temporary change of equipment on the Saab 9-3 assembly line located at the Saab factory in Trollhattan, Sweden. The equipment normally responsible for the proper tightening of the tie rod end nut was removed for repair and was replaced with a temporary set-up. It was later determined that the temporary equipment would either torque the nut correctly, or in rare cases, not torque the nut at all. If a vehicle were to be released to a customer with an improperly torqued tie rod end nut, the possibility exists that the nut could loosen and fall off. This could result in a sudden reduction or loss of steering control.

# PRINCIPAL EVENTS THAT WERE BASIS FOR THE DEFECT DETERMINATION:

| August 15, 2001      | Temporary equipment used in the tightening of the tie rod end nuts was implemented on the Saab 9-3 assembly line.   |
|----------------------|---|
| September 24, 2001   | A field report from the Great Britain market indicated that a vehicle was missing a tie-rod end nut.  |
| September 26, 2001   | Saab Automobile AB investigated and traced the cause back to the change of the assembly line equipment. A secondary check of the tie rod end nut torque was implemented immediately on the assembly line. |
| (September 26, 2001) | A delivery stop was ordered for the affected cars and a decision is made by Saab Automobile AB to conduct a defect recall on the affected cars.   |
| September 27, 2001   | Saab Automobile AB informs Saab Cars USA, Inc. of the decision to implement a recall. Saab Cars USA, Inc immediately begins port and affected dealer notification and correction of problem               |
| September 28, 2001   | Seven cars that had been shipped from the port are  |

identified and corrected by the dealer before retail delivery.

#### Page 3

#### DESCRIPTION OF MANUFACTURER'S PROGRAM FOR DEFECT REMEDY:

A secondary check of the tie rod end nut torque has been implemented on the assembly line until the original equipment used for this operation is repaired and reinstalled.

All affected cars have been or are being corrected prior to customer delivery. The corrective action involves checking the torque of the tie rod end nut, and if not in specification, tightening it to the proper torque (60 Nm).

The three dealers that had received the seven vehicles not captured at the port were instructed on how to complete the recall remedy by Saab Cars USA, Inc. personnel.

#### RECALL IMPLEMENTATION SCHEDULE:

Since all vehicles were captured at the port, or prior to retail delivery (as in the case of the seven vehicles shipped to dealers), there will be no customer notification of this recall. Therefore, there is no recall implementation schedule.



**PSC 150 05** 

Infoklass/Info Class

| Godkand/Approved By                           | Telefax        |
|---|----------------|
| TAI Thomas Sundström                          | +46 520 780 70 |
| Utfärdare (intern postadress, namn)/Issued by | Telefon/Phone  |
| D1-2 TAID Robert Bäversjö                     | +46 520 852 97 |

Lagringsdeta/File Reg nr/Reg no

DetunvDate Ulgáva/Issua Sida/Page 2001-09-28 2 (4)

| D1-2 I       | AID Robert Ba  | aversjö    |
|--------------|----------------|------------|
| IMP NO       | IMPORTER       | NO OF CARS |
| 4210         | Sweden         | 1210       |
| 4500         | Internal       | 12         |
| 4516         | IDS            | 73         |
| 5015         | Denmark        | 10         |
| 5020         | Finland        | 191        |
| 5042         | Norway         | 232        |
| 5055         | Belgium        | 131        |
| 5060         | Great Britain  | 1521       |
| 5083         | Greece         | 8          |
| 5090         | Netherlands    | 236        |
| 5103         | Italy          | 86         |
| 5115         | France         | 351        |
| 5121         | Portugal       | 33         |
| 5131         | Switzerland    | , 119      |
| 5165         | Germany        | 280        |
| 5186         | Austria        | 2          |
| 5228         | Estonia        | 1          |
| 5236         | Czech Republic | 1          |
| 5237         | Poland         | 13         |
| <b>526</b> 5 | Canada         | 133        |
| <b>5272</b>  | USA            | 1366       |
| 5277         | Latvia         | 2          |
| 5297         | Australia      | 55         |
| 5352         | Cyprus         | 1          |
| 5424         | Spain          | 379        |
| 5619         | Singapore      | 11         |
| 5623         | South Africa   | 25         |
| 5626         | Taiwan         | 5          |
| 5645         | Japan          | 11         |
| 5680         | Ireland        | 50         |
| 5712         | Lebanon        | 5          |
| 5714         | Jordan         | 1          |
| 5718         | Saudi Riyadh   | 5          |
| 5796         | Argentina      | 2          |
| 5797         | Austria        | 12         |
| 5832         | Russia         | 9          |
| 5840         | Turkey         | 5          |
| 5855         | Mexico         | 52         |
|              |                |            |

### **VOLKSWAGEN**



December 22, 2000

3800 Hamlin Road Auburn Hills, MI 48326 Tel. (248) 340-5000

Mr. Kenneth N. Weinstein National Highway Traffic Safety Administration U.S. Department of Transportation 400 Seventh Street, S.W. Washington, DC 20590

OIF -003

Re: Report of Foreign Recall

Dear Mr. Weinstein:

Pursuant to Section 49 USC Section 30166, we wish to report that Volkswagen AG's licensee in Taiwan plans to recall 4,005 vehicles assembled by the licensee from imported CKD and locally sourced components at its facility in Taiwan during the period November 1, 1999 through September 30, 2000.

The recall relates to a vehicle which in its US configuration is known as "EuroVan".

The recall concerns the final ring used in conjunction with the pressure rod in the master brake cylinder. The ring was manufactured by KOK in Taiwan. A deviation of the ring from design specifications could cause the pressure rod in the master brake cylinder not to return to normal after use resulting in possible grinding and/or overheating of the vehicle's brakes.

The defect will be remedied by replacing the vehicle's master cylinder.

Note: The final ring at issue in this recall was sourced locally by Volkswagen AG's licensee in Taiwan and none of those rings were built into vehicles imported and offered for sale in the United States.

Sincerely,

Kip Kriigel

DirectorTechnical Service

DILECTS INCLESTION OF THE STICK OF THE STICK

OIF-093



### Volkswagen of America, Inc.

3800 Hamlin Road Aubum Hills, MI 48326 Tel. (248) 754-5000

June 8, 2001

Mr. Kenneth N. Weinstein National Highway Traffic Safety Administration U.S. Department of Transportation 400 Seventh Street, S.W. Washington, DC 20590

Subject: Notification of Recall Pursuant to CFR49, Part 573

2001 Model Year Audi A6 allroad

Audi Recall Code: LJ

Dear Mr. Weinstein:

This information is submitted in accordance with the requirements of Part 573 of Title 49 of the code of Federal Regulations:

573.5 (c) (1) Manufacturer's Name

Audi AG

Importer

Volkswagen of America, Inc. (VWoA)

573.5 (c) (2) Identification of Vehicles

Make

: Audi

Line

: A6 allroad

Model Year

: 2001

Month/Year

of Manufacture

: August 2000 to January 2001

VIN Range

: WAUYP \_ 4B \_ 1N022611 - WAUYP \_ 4B \_ 1N095846

Other Description: All US imported vehicles

573.5 (c) (3) Number of Vehicles Affected

A total of 2,837 vehicles are affected by this recall. An additional 186 vehicles are affected by this recall in Canada and 9,825 more vehicles will be recalled in Europe and Japan.

Mr. Weinstein June 8, 2001 Page 2 of 3

#### 573.5 (c) (4) Percentage of Vehicles Containing Defect

The percentage of vehicles actually containing the defect cannot be determined.

#### 573.5 (c) (5) Description of Defect

The defect concerns the performance of the driver side windshield wiper under adverse weather conditions. Audi engineers have found that under heavy load due to freezing or snow or heavy rain, the windshield wipers could, when activated, begin wiping with one wiper fractionally delayed behind the other wiper. If that happens, the wiper blades, because they overlap wiping areas, could become entangled with each other and be arrested in their movement.

#### 573.5 (c) (6) Basis for Determination

Audi AG received reports from its dealers in Europe complaining of interference between the driver and passenger side wiper blades. The ensuing investigation showed that the condition complained of was attributable to production variances in wiper blade lengths.

#### 573.5 (c) (7) Noncompliance Test Result

Not applicable

#### 573.5 (c) (8) Proposed Remedial Program

Audi plans to commence a voluntary safety recall instructing its dealers to replace the entire driver side wiper arm with a redesigned arm and wiper assembly. The replacement arm is 5 mm shorter than the originally supplied arm. In addition, the point of attachment of the rubber to the blade has been moved from the far end of the blade to the end of the blade closest in proximity to the wiper motor. This will allow the rubber to expand in the direction away from where it could interfere with the passenger side wiper arm. These two changes will ensure that the driver and passenger wipers cannot impede their respective movements.

#### 573.5 (c) (9) Submission of Communications

A representative copy of all bulletins and other communications sent to dealers and owners will be submitted within five (5) days of owner notification.

Mr. Weinstein June 8, 2001 Page 3 of 3

#### 573.5 (c) (10) Proposed Owner Letter

A draft of the proposed owner notification letter will be submitted for review no later than five (5) days prior to the mailing to owners.

#### 573.5 (c) (11) Manufacturer's Recall Code

Audi has assigned the code "LJ" to this recall.

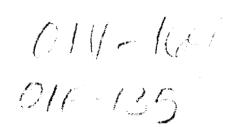
Sincerely,

Kip Kriigel Director

Technical Service







June 2001

TO: ALL VOLVO RETAILERS - US & CANADA

RE: RECALL CAMPAIGN 106

Volvo Cars of North America, Inc. and Volvo Cars of Canada Ltd. have determined that a defect related to motor vehicle safety exists in the climate control unit of a limited number of model year 2001 Volvo S40 and V40 vehicles.

Volvo has found that a diode in the electronic control module of the climate control system may have a reduced service life. If the diode fails, the heater fan stops operating and the defroster function is affected. The corrective action consists of attaching an additional diode to the fan motor. Approximately 19,053 vehicles in the US and 3,722 vehicles in Canada are affected.

#### OWNER NOTIFICATION

A notification letter will be sent to the owners of all potentially affected vehicles during the week of June 11, 2001.

#### RETAILER RESPONSIBILITIES

Retailers must perform this campaign on eligible vehicles regardless of miles/kilometers or vehicle age. All work performed under these Service Campaigns is free of charge to the owner.

In the event that a customer does not have a notification letter, the owner is not to be refused this important campaign work. Your regional representative will follow up to ensure that this campaign is proceeding smoothly.

Complete campaign requirements and claim submission procedures are attached. A "Retailer Vehicle Campaign List" will be sent under separate cover identifying the specific vehicles, retailed by your facility, that are eligible for this campaign. It is the retailer's responsibility to review the details provided in the materials listed below with all involved personnel.

- Service Manager Bulletin 87-106
- Service Bulletin 87-0018
- Parts Bulletin 87-106
- Owner Notification Letter

Your cooperation in completing this important campaign is greatly appreciated.

Drive Safely,

Volvo Cars of North America Inc./Volvo Cars of Canada Ltd.

# VOLVO

# Service Manager Bulletin

| Service              | SERVICE | SERVICE | WARRANTY      |
|----------------------|---------|---------|---------------|
| Personnel:           | MANAGER | WRITER  | ADMINISTRATOR |
| read and<br>initial. |         |         |               |

| TITLE:                     | GROUP:              | NO:       |  |  |
|----------------------------|---------------------|-----------|--|--|
| Becall                     | 87                  | 106       |  |  |
| Recall<br>Campaign 106:    |                     |           |  |  |
|                            | ISSUING DEPARTMENT: |           |  |  |
| Climate Control            | Warranty            |           |  |  |
| Upgrade<br>S40/V40 MY 2001 | CAR MARKET:         |           |  |  |
|                            | U.S. a              | nd Canada |  |  |
| REFERENCE BULLETINS:       | 1                   | DATE:     |  |  |
| SB 87-0018                 | YEAR M              | MONTH DAY |  |  |
| PB 87-106                  | 2001                | 06 11     |  |  |
| CPI No. 131                | Page 1 of 3         |           |  |  |

#### **BULLETIN REFERENCE**

- A. RECALL CAMPAIGN 106 DESCRIPTION
- **B.** VEHICLE ELIGIBILITY
- C. RETAILER VEHICLE CAMPAIGN LIST
- D. PARTS INFORMATION
- E. OWNER NOTIFICATION
- F. NEW VEHICLES IN RETAILER INVENTORY
- **G** RETAILER RESPONSIBILITY
- H. CAMPAIGN REIMBURSEMENT PROCEDURES
- I. RETAILER ALLOWANCE
- J. CUSTOMER REIMBURSEMENT

#### A. RECALL CAMPAIGN 106 DESCRIPTION

Volvo Cars of North America, Inc. and Volvo Cars of Canada Ltd. have determined that a defect related to motor vehicle safety exists in the climate control unit of a limited number of model year 2001 Volvo S40 and V40 vehicles.

Volvo has found that a diode in the electronic control module of the climate control system may have a reduced service life. If the diode fails, the heater fan stops operating and the defroster function is affected.

The corrective action consists of attaching an additional diode to the fan motor.

Customers will be notified by mail. Mailing is expected to begin during the week of June 11, 2001.

"Fixed Right — First Time"



Page 2 of 3 VOLVO

#### **B.** VEHICLE ELIGIBILITY



NOTE: RETAILER MUST CONFIRM VEHICLE ELIGIBILITY PRIOR TO BEGINNING REPAIR FOR THIS CAMPAIGN.

Vehicle eligibility should be confirmed:

- 1) Refer to DCS Vehicle Inquiry
- 2) Refer to the Vehicle Campaign Listing

At the same time, check for any other incomplete recalls or service campaigns for which the vehicle may be eligible.

#### C. RETAILER VEHICLE CAMPAIGN LIST

A "Retailer Vehicle Campaign List" will be sent separately, identifying specific vehicles eligible for this campaign. This list details all affected vehicles that are on record as being retailed or currently in stock at your facility.

#### D. PARTS INFORMATION

| Part Number | Part Description | Model   | Qty |
|-------------|------------------|---------|-----|
| 30858845    | Adapter          | S40/V40 | 1   |
| 948211      | Cable Tie        | S40/V40 | 1   |

#### E. OWNER NOTIFICATION

This mailing is expected to begin during the week of June 11, 2001.

#### F. NEW VEHICLES IN RETAILER INVENTORY

All new vehicles in retailer's inventory and qualifying for this Recall Campaign must be repaired prior to a customer taking possession of the vehicle.

#### G. RETAILER RESPONSIBILITY

Retailers are to perform this campaign on eligible vehicles regardless of mileage/kilometers or vehicle age. The campaign work covered under Recall Campaign 106 is free of charge to the owner. In the event that the original announcement letter is lost or misplaced, the owner is not to be refused this important campaign work. Your Aftersales Specialist will follow up to ensure that this campaign is proceeding smoothly.

#### H. CAMPAIGN REIMBURSEMENT PROCEDURES

Please note the changes in submitting claims for Recall 106 repairs:

All claims should be submitted using the **short form application**. Please note: Claim submission has been simplified with repair options for vehicles having no other warranty or campaign repairs performed and those vehicles having additional warranty repairs.

#### I. RETAILER ALLOWANCE

| Model | Model   | Claim | Repair | Repair                       | Labor | Part                          |
|-------|---------|-------|--------|------------------------------|-------|-------------------------------|
| Year  | Type    | Type  | Code   | Description                  | Time  | Amount                        |
| 2001  | S40/V40 | 106   | 02     | Adapter,<br>install & secure | 0.3   | US: \$ 13.35<br>CAN: \$ 19.21 |

NOTE: Repair code 02 should be used when no other Warranty or Campaign repairs are performed on the vehicle on the same day. Each week, a Warranty Audit will be performed on these claims.

| Model | Model   | Claim | Repair | Repair                    | Labor | Part                          |
|-------|---------|-------|--------|---------------------------|-------|-------------------------------|
| Year  | Type    | Type  | Code   | Description               | Time  | Amount                        |
| 2001  | S40/S40 | 106   | 03     | Adapter, install & secure | 0.2   | US: \$ 13.35<br>CAN: \$ 19.21 |

NOTE: Repair code 03 should be used when other Warranty or Campaign repairs are performed on the vehicle on the same day.

Claims submitted and processed that do not comply with the proper procedure will be adjusted accordingly. Please advise all personnel involved with claim preparation of the above information.

#### J. CUSTOMER REIMBURSEMENT

Please follow the instructions outlined in CLAIMS PROCESSING INFO # 131: CUSTOMER RECALL REIMBURSEMENT DUE TO PREVIOUSLY PAID REPAIRS.



### Service Bulletin Cars

S40 / V40 2001

 Section
 Group
 No.
 Year

 8
 87
 0018
 01

r Month 06

Page 1 (2)

Reference:

This service bulletin replaces the previous service bulletin SB 87-0018 from May 2001, which should be discarded.

# Recall No. 106: Electronic Climate Control Diode Upgrade

#### **Background**

The climate control module (CCM) can lose functionality due to a voltage peak generated by the heater fan motor.

To eliminate this peak, a cable hamess with a diode fitted must be installed.

**Materials** 

Description Adapter Quantity 1

Part No. 30858845

Cable tie

1

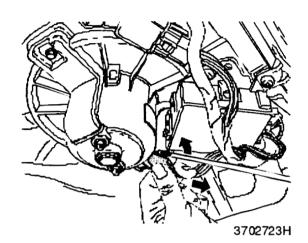
948211

"Fixed Right --- First Time"

Service personnel: Please circulate, read and initial

| Service<br>Manager | Parts<br>Manager | Workshop<br>Manager | Worksho<br>Foreman | <br>Service Te | chnicians |  |  |
|--------------------|------------------|---------------------|--------------------|----------------|-----------|--|--|
|                    |                  |                     |                    |                |           |  |  |

#### **Electronic Climate Control Diode Upgrade**

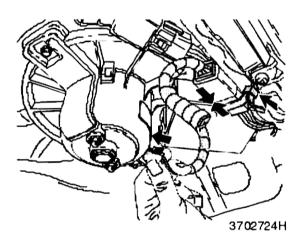


# Disconnect the connector from the wiring to the heater fan motor

Remove lower dashboard panel at passenger's side

Rotate the connector downwards.

Place a small screwdriver into the locking device of the connector. Lift the screwdriver while pulling to disconnect the connector.



#### Install new cable harness to the heater fan motor

Place the new adapter P/N 30858845 in between the disconnected wiring.

Route the adapter in such a way that it is not chafing against other parts.

Use a cable tie P/N 948211 to secure the new adapter to the factory-mounted harness as indicated in the drawing.

Check function of the heater fan motor.

Install the lower dashboard panel.

2



# Parts Bulletin

| Recall Campaign 106 — Climate Control |   |             |           |        | GROUP 87      |             |           | 106    |
|---------------------------------------|---|-------------|-----------|--------|---------------|-------------|-----------|--------|
| Upg                                   | Upgrade, S40/V40 MY 2001  COPY TO / CIRCULATIONS (PLEASE INITIAL) |             |           | MARKET | North America |             |           | 1 of 1 |
| GENERAL MGR                           | PARTS MGR   | SERVICE MGR | SALES MGR | DATE   | YEAR<br>2001  | монтн<br>06 | DAY<br>11 |        |

**REFERENCE**: Service Manager Bulletin 87-106

Service Bulletin 87-0018

Volvo Cars of North America, Inc. and Volvo Cars of Canada Ltd. have determined that a defect related to motor vehicle safety exists in the climate control unit of a limited number of model year 2001 Volvo S40 and V40 vehicles.

Volvo has found that a diode in the electronic control module of the climate control system may have a reduced service life. If the diode fails, the heater fan stops operating and the defroster function is affected.

The corrective action consists of attaching an additional diode to the fan motor.

Approximately 19,053 vehicles in the US and 3,722 vehicles in Canada are affected.

A notification letter will be sent to the owners of all potentially affected vehicles during the week of June 11, 2001.

The following part numbers apply:

| PART NUMBER | DESCRIPTION | QTY |  |  |
|-------------|-------------|-----|--|--|
| 30858845    | Adapter     | 1   |  |  |
| 948211      | Cable Tie   | 1   |  |  |

An initial quantity, representing 100% of the vehicles retailed or in stock at your retail facility plus 5 additional sets, was allocated to arrive at each retailer before June 1, 2001. Additional quantities may be ordered using critical ordering procedures.

Service information concerning this campaign is contained in Service Manager Bulletin, Group 87, No. 106, and Service Bulletin 87, No 0018.

| "Fixed | Right | <br>First | Time" |
|--------|-------|-----------|-------|
|        |       | <br>      |       |



#### IMPORTANT RECALL NOTICE

CAMPAIGN 106: CLIMATE CONTROL UPGRADE, S40/V40 MY 2001

SAMPLE OWNER NOTIFICATION LETTER UNITED STATES

June 2001

#### Dear Volvo Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

#### The reason for this campaign:

Volvo Cars of North America, Inc. has determined that a defect related to motor vehicle safety exists in the climate control unit of a limited number of model year 2001 Volvo S40 and V40 vehicles.

Volvo has found that a diode in the electronic control module of the climate control system may have a reduced service life. If the diode fails, the heater fan stops operating and the defroster function is affected.

The corrective action consists of attaching an additional diode to the fan motor.

#### What you need to do:

Please call your authorized Volvo retailer as soon as possible to schedule an appointment. This procedure will be completed at no cost and will take approximately ½ hour. Due to service scheduling, your Volvo retailer may require your vehicle for a full business day.

If you previously paid to have this corrective action performed, Volvo will honor your receipt with a refund. Please contact your Volvo retailer for details.

#### Please contact:

If you have any questions, please contact your Volvo retailer. If your retailer is unable to answer your questions, please contact Volvo Customer Relations at P.O. Box 914, Rockleigh, New Jersey 07647 or phone 1-800-458-1552, Monday through Friday, 9:00 A.M. to 7:00 P.M. Eastern Time.

We have advised the National Highway Traffic Safety Administration (NHTSA) that we are conducting this recall. If you are unable to have this procedure performed without charge and within a reasonable period of time, you may contact the NHTSA Administrator at 1-888-327-4236. The address is 400 Seventh Street SW, Washington, DC 20590.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days. Lessor means a person or entity that is the owner, as reflected on the vehicle title, of any five or more leased vehicles.

Your safety and continued satisfaction with your Volvo and the Volvo organization are very important to us. We apologize for any inconvenience this may cause and we appreciate your cooperation in arranging to have this important service completed as quickly as possible.

Sincerely,

Eunice Stern Manager, Customer Relations

Please note: According to Insurance Institute for Highway Safety President Brian O'Neill, "It is very important that owners of vehicles in which safety-related problems have been identified take those vehicles back to dealerships as soon as they receive notice of a recall or service campaign. Such notices should not be ignored or taken lightly. There is just no reason to drive around in a vehicle with a safety-related defect."

#### IMPORTANT RECALL NOTICE

CAMPAIGN 106: CLIMATE CONTROL UPGRADE, S40/V40 MY 2001

SAMPLE OWNER NOTIFICATION LETTER CANADA - ENGLISH

June 2001

#### Dear Volvo Customer:

This notice is sent to you in accordance with the requirements of the Motor Vehicle Safety Act.

#### The reason for this campaign:

Volvo Cars of Canada Ltd. has determined that a defect related to motor vehicle safety exists in the climate control unit of a limited number of model year 2001 Volvo S40 and V40 vehicles.

Volvo has found that a diode in the electronic control module of the climate control system may have a reduced service life. If the diode fails, the heater fan stops operating and the defroster function is affected.

The corrective action consists of attaching an additional diode to the fan motor.

#### What you need to do:

Please call your authorized Volvo retailer as soon as possible to schedule an appointment. This procedure will be completed at no cost and will take approximately ½ hour. Due to service scheduling, your Volvo retailer may require your vehicle for a full business day.

If you previously paid to have this corrective action performed, Volvo will honor your receipt with a refund. Please contact your Volvo retailer for details.

#### Please contact:

If you have any questions, please contact your Volvo retailer. If your retailer is unable to answer your questions, please contact Volvo Customer Relations at 175 Gordon Baker Road, North York, Ont. M2H 2N7 or phone 1-800-663-8255, Monday through Friday, 8:30 A.M. to 5:00 P.M. Eastern Time.

Your safety and continued satisfaction with your Volvo and the Volvo organization are very important to us. We apologize for any inconvenience this may cause and we appreciate your cooperation in arranging to have this important service completed as quickly as possible.

Sincerely,

Ken Gale Manager, Customer Relations

Please note: According to Insurance Institute for Highway Safety President Brian O'Neill, "It is very important that owners of vehicles in which safety-related problems have been identified take those vehicles back to dealerships as soon as they receive notice of a recall or service campaign. Such notices should not be ignored or taken lightly. There is just no reason to drive around in a vehicle with a safety-related defect."

#### AVIS DE RAPPEL IMPORTANT

CAMPAIGN 106: CLIMATE CONTROL UPGRADE, S40/V40 MY 2001

SAMPLE OWNER NOTIFICATION LETTER CANADA - FRENCH

Juin 2001

Au client Volvo

Cet avis vous est envoyé conformément aux exigences de la Loi sur la sécurité des véhicules automobiles du Canada.

#### Raison de cette campagne

Automobiles Volvo du Canada a déterminé l'existence d'un défaut qui affecte la sécurité des véhicules au niveau du système de climatisation d'un petit nombre de véhicules \$40 et V40 2001.

Volvo a constaté qu'une diode du module de contrôle électronique du système de climatisation peut avoir une durée de service réduite. Si cette diode fait défaut, le ventilateur de la chaufferette cesse de fonctionner et la fonction de dégivrage s'en trouve affectée.

La correction nécessaire consiste à ajouter une autre diode au moteur du ventilateur.

#### Procédure à suivre

Veuillez appeler votre détaillant autorisé Volvo le plus rapidement possible pour prendre rendez-vous. Ce travail sera effectué sans frais et demandera environ 1/2 heure. À cause des impératifs de programmation de travail, il est possible que votre détaillant Volvo ait besoin de garder votre véhicule pendant la totalité d'un jour ouvrable.

Si vous avez déjà payé pour faire apporter cette mesure correctrice, Volvo honorera votre reçu avec un remboursement. Veuillez vous adresser pour cela à votre détaillant Volvo.

#### Qui contacter

Pour toute question, veuillez vous adresser à votre détaillant Volvo. Si votre détaillant ne peut répondre de manière satisfaisante à vos questions, veuillez contacter le Service Clientèle de Volvo au 175 Gordon Baker Road, North York, Ont. M2H 2N7 ou appeler le 1-800-663-8255, du lundi au vendredi, de 8 h 30 à 17 h 00 (heure de l'est).

Nous accordons une grande importance à votre sécurité, ainsi qu'à votre satisfaction envers l'organisation Volvo et ses produits. Nous sommes désolés pour les dérangements que cette situation vous occasionne et nous apprécions votre coopération pour que cette réparation soit effectuée le plus rapidement possible.

Veuillez agréer l'assurance de ma considération distinguée.

Ken Gale Directeur, Service Clientèle

Remarque Selon Brian O'Neill, président de l'institut américain d'assurance et de sécurité (IIHS), « Il est très important que les propriétaires de véhicules ayant des problèmes de sécurité amènent leur voiture chez leur détaillant le plus tôt possible après avoir reçu un avis de rappel ou avoir été avisé d'une campagne de réparation. Ces avis ne doivent pas être ignorés ni pris à la légère. Rien ne peut excuser un conducteur persistant à circuler dans un véhicule ayant un défaut de sécurité. »

Volvo Car of North of America Rockleigh, New Jersey

## **Service Bulletin** Cars

S40/V40 2001

Section Group 8

87

No. 0018 Year 01

Month 06

Page 1 (2)

Reference:

This service bulletin replaces the previous service bulletin SB 87-0018 from May 2001, which should be discarded.

# Recall No. 106: **Electronic Climate Control Diode Upgrade**

#### Background

The climate control module (CCM) can lose functionality due to a voltage peak generated by the heater fan motor.

To eliminate this peak, a cable harness with a diode fitted must be installed.

**Materials** 

Description Adapter

Quantity

Part No. 30858845

Cable tie

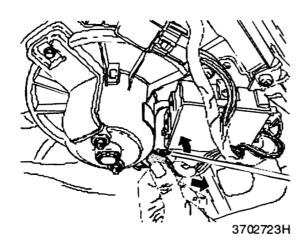
948211

"Fixed Right --- First Time"

Service personnel: Please circulate, read and initial

| Service<br>Manager | Parts<br>Manager | Workshop<br>Manager | p | Worksho<br>Foreman | • | Service Te | chnicians | <br> |   |
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#### **Electronic Climate Control Diode Upgrade**

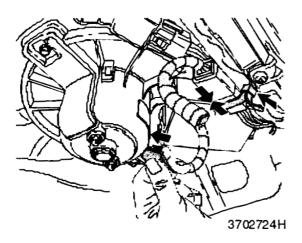


# Disconnect the connector from the wiring to the heater fan motor

Remove lower dashboard panel at passenger's side

Rotate the connector downwards.

Place a small screwdriver into the locking device of the connector. Lift the screwdriver while pulling to disconnect the connector.



#### Install new cable harness to the heater fan motor

Place the new adapter P/N 30858845 in between the disconnected wiring.

Route the adapter in such a way that it is not chafing against other parts.

Use a cable tie P/N 948211 to secure the new adapter to the factory-mounted harness as indicated in the drawing.

Check function of the heater fan motor.

Install the lower dashboard panel.

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Volvo Car of North of America Rockleigh, New Jersey

## **Service Bulletin** Cars

S40/V40 2001

Section Group No. 87 0018 Year Month 01 06

Page 1 (2)

Reference:

This service bulletin replaces the previous service bulletin SB 87-0018 from May 2001, which should be discarded.

8

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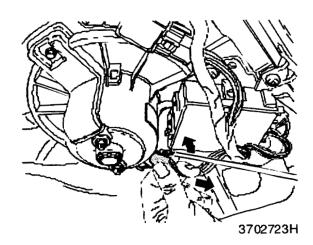
Materials Description Part No. Quantity Adapter 30858845 Cable tie 1 948211

"Fixed Right --- First Time"

Service personnel: Please circulate, read and initial

| Service<br>Manager | Parts<br>Manager | Workshop<br>Manager |  |  | Service Technicians |  |  |  |  |  |  |
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#### Electronic Climate Control Diode Upgrade

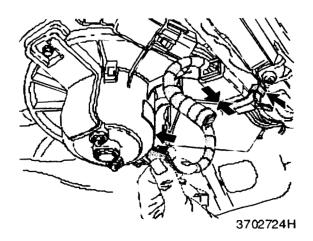


# Disconnect the connector from the wiring to the heater fan motor

Remove lower dashboard panel at passenger's side

Rotate the connector downwards.

Place a small screwdriver into the locking device of the connector. Lift the screwdriver while pulling to disconnect the connector.



#### Install new cable harness to the heater fan motor

Route the adapter in such a way that it is not chafing against other parts.

Use a cable tie P/N 948211 to secure the new adapter to the factory-mounted harness as indicated in the drawing.

Check function of the heater fan motor.

Install the lower dashboard panel.

•





Journatue 117-005

To

Office of Defects Investigation "NSA-10"

**Department of Transportation** 

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

400 7th Street, S.W.

Washington, D.C. 20590

Phone #

202/366-5227/main

Fax#

202/366-7882/fax

Re

Cooper Tire & Rubber Company

Date

5-8.01

**Pages** 

4, including this cover sheet.

Please deliver the following to:

Mr. Jon White

Chief Technical Analysis Branch.

Should there be any questions, please call me at 419/424-4318.

Richard D. Teeple

#19020v1[Legalima] -05-08-01 recall letter.wpd



#### COOPER TIRE & RUBBER COMPANY

LIMA & WESTERN AVENUES FINDLAY, OHIO 45840

RICHARD D. TEEPLE VICE PRESIDENT GENERAL COUNSEL (419) 424-4318 Telecopy: (419) 420-6052

May 8, 2001

# SENT VIA CERTIFIED MAIL RETURN RECEIPT REQUESTED #7106 4575 1292 2054 8778

Norman Y. Mineta Secretary of Transportation Department of Transportation 400 7th Street, S.W. Washington, D.C. 20590

Dear Mr. Secretary:

Pursuant to Section 3 of the "Transportation Recall Enhancement, Accountability, and Documentation Act (49 USC 30166)", Cooper Tire & Rubber Company ("Cooper") is notifying you of a recall initiated by Cooper's wholly-owned English subsidiary, Cooper-Avon Tyres Limited ("Cooper-Avon"). This recall involves 1,210 185/70R13C Avon Trailer 950 tires. See Appendix 1.

Upon initial notification by Cooper-Avon of the recall, our investigation did not reveal any similar or identical tires having been sold in the United States. We have subsequently learned that one hundred identical tires are in transit to the United States. We will capture all of these tires upon entry into the United States, inspect them and destroy any which are being recalled. We have also just learned that during the year 2000, fifty 185/70R13C Avon Trailer 950 tires manufactured by Cooper-Avon were sold in the United States. These fifty tires are <u>not</u> a part of the tires being recalled. No other similar or identical tires have entered the United States.

Should additional information be needed, I can be reached at 419/424-4318.

Sincerely.

Richard D. Teeple

RDT/rlg

# SENT VIA CERTIFIED MAIL RETURN RECEIPT REQUESTED #7106 4575 1292 2054 8778

Norman Y Mineta Secretary of Transportation May 8, 2001 Page 2

#18976v1[Legalima] -secretary of transportation 05-08-01,wpd

CC:

Attn: Mr. Jon White, Chief Technical Analysis Branch

Office of Defects Investigation "NSA-10"

**Department of Transportation** 

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

400 7th Street, S.W. Washington, D.C. 20590 Fax Number 202/366-7882

### Appendix 1

1

### NOTIFICATION TO THE DEPARTMENT OF TRANSPORT

Accidents, Defects and Recalls Branch Vehicle Inspectorate Executive Agency Berkeley House Croydon Street, Bristol BSS ODA

| CVI     | fication to the Departme<br>dence exists of a safety-<br>ited Kingdom,     | nt of Transport as soon<br>valued defect which rec    | as the vehicle<br>quires remedi | al action in veh | importer has concluded that have been | ided that<br>sold in the |
|---------|--|---|---------------------------------|------------------|---------------------------------------|--------------------------|
| 1.      | Manufacturer's name  | Cooper-Alon   | THLES                           | LIMITE           | <i>D</i>                              |                          |
| <b></b> | Address  | BATH BAD<br>MELKSHAM<br>WILTS S                       | N12 S                           | Z'AA             |                                       |                          |
| 3.      | Name of Co-ordinator   | RASCAPFE  | Tel N                           | _                | 5 35735                               | 1                        |
| 4.      | Make 185170 R.I.   | SC AVON TA  | s. Yes<br>PAILLE                | 950 <sup>6</sup> | Model/Type  (TYPE)                    |                          |
| 7.      | Vehicle classification (c  | eg Car. GV. PSV)<br>ELS FITED TO TRA                  |                                 | nated number of  | f vehicles affected                   |                          |
| 9.      | VENERAL CONTROLLER   | eacd vehicles (if Know<br>JEEK DATE C                 |                                 |                  | dates(if known)                       | ;<br>FN VC LRAN          |
| 13.     | Description of defect, h<br>LOW adhesion<br>breaket and I<br>Identified in | owitame to light (eg<br>Within Steel<br>Br thead trop | breaker<br>breaker              | in), and possib  | le consequences if i                  | enored                   |
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|         | Method of notifying over   |   | " -                             |                  |                                       | •                        |
| 14.     | Name and address of th   | e component manufact                                  | ale i cohesine                  | d (if applicable | 2)                                    |                          |
| 15.     | Launch Date (if known) APRIL   | 19# 201   | LSTART                          | OF REC           | re)                                   |                          |
| 16.     | Any other relevant info  | mation .  | •                               | ,                |                                       | •                        |
| Co-     | ordinator's signature:   | ,   |                                 | Date:            | 24# Apri                              | 12001                    |

Mc Samp

# Firestone

50 Century Boulevard Nashville, TN 37214 Phone: 615-872-5000 Fax: 615-872-1599

February 5, 2001

Mr. Kenneth Weinstein Associate Administrator for Safety Assurance (NSA-01) National Highway Traffic Safety Administration 400 Seventh St., S.W. Washington, DC 20590

Dear Mr. Weinstein:

This letter is submitted by Bridgestone/Firestone, Inc. ("Firestone") to advise the Agency that Firestone will conduct a Customer Satisfaction Program concerning a limited number of steel belted radial tires in the Gulf Coast and other Middle East Countries. This customer satisfaction program will be administered through Ford and Lincoln Mercury Dealerships.

The customer satisfaction program is for the P205/65R15 Firehawk Touring LH 92H produced in 1998 and 1999. In Saudi Arabia, it is estimated that there are 589 vehicles (2,945 original equipment tires) involved in this customer satisfaction program. In the other GCC countries there are 751 vehicles (3,755 original equipment tires) that will be involved in this program. It is estimated that there are 138 additional vehicles in other Middle East Countries. The P205/65R15 Firehawk Touring LH 92H tires involved in the Customer Satisfaction Program were produced in the Wilson, NC plant in 1997 and 1998.

This tire does not exhibit any defects or deficiencies; however, due to the unique and extreme conditions present in the Gulf Coast Countries, the tire may experience premature aging at the belt edge that can lead to tire durability concerns. The premature aging phenomenon may result in a tire failure condition known as belt edge separation. It is this set of factors that has lead to the Customer Satisfaction Program. This is a tire suitability issue that has not resulted in a safety-related concern for our customers. This action is being taken in the interest of customer satisfaction. A driver would experience noise, steering wheel vibration or see a bulge in the tire prior to a partial or total tread separation developing. Even if the condition were to develop at maximum vehicle speed, the driver would experience the noise and vibration noted previously and then would be able to safely stop the vehicle.

The Gulf Coast Countries adjustment rate for tread/belt separation is higher than expected. However, Firestone is not aware of any accidents or injuries in the Gulf Coast Countries caused by the tires involved in the Customer Satisfaction Program.

The United States adjustment rate for the years 1996 through 1998 for tread/belt separations is well within normal limits with no reported claims for accident or injury. There was no production in 1999.

The Customer Satisfaction Program in the Gulf Coast Countries will involve free inspection and free replacement of the affected tires.

Sincerely.

R. J. Wyant

**Division Vice President** 

Corporate Quality Assurance

Attachment - Saudi Notification

# Firestone

50 Century Boulevard Nashville, TN 37214 Phone: 615-872-5000 Fax: 615-872-1599

February 1, 2001

Mr. Siraj M. Massode Director General, Standards Department Saudi Arabia Standard Organization PO Box 3437 Riyadh 11471 Kingdom of Saudi Arabia

Dear Mr. Massode:

This report is submitted by Firestone for the purpose of advising the Government of Saudi Arabia that Firestone will conduct a customer satisfaction program concerning a limited number of steel-belted radial tires. This customer satisfaction program will be administered through Ford and Lincoln Mercury Dealerships.

The customer satisfaction program is for the P205/65R15 Firehawk Touring LH 92H produced in 1998 and 1999. In Saudi Arabia it is estimated that there are 589 vehicles (2,945 original equipment tires) involved in this customer satisfaction program. In the other GCC countries there are 751 vehicles (3,755 original equipment tires) that will be involved in this program.

The tire failure condition leading to the customer satisfaction program is belt edge separation. Belt edge separation may be evidenced by irregular wear, noise, or vibration. With continued operation, it may lead to a partial or a complete detachment of the tread/belt package from the tire carcass. However, Firestone is not aware of any accidents or injuries in Saudi Arabia caused by the tires involved in the customer satisfaction program.

This investigation was initiated in the latter part of 2000 based on reports provided by Ford, of belt edge separations on the P205/65R15 Firehawk Touring LH 92H in the GCC countries. Analysis of these tires showed belt edge related separations. Additionally, a hardening of the tread compound beyond normal expectations was found, which is likely attributed to the environmental conditions in the GCC countries.

The P205/65R15 Firehawk Touring LH 92H tires involved in this customer satisfaction program were original equipment on model year 1998 and 1999 Ford Taurus and Mercury Sable sedans and station wagons exported to Saudi Arabia and other Middle East countries. A total of 589 or forty percent (40%) of these vehicles involved in the customer satisfaction program were shipped to Saudi Arabia.

The customer satisfaction program will consist of Ford Motor Company issuing an owner notification to all consumers that may still have these tires on their vehicles and replacing all affected tires at no charge to the consumer.

The replacement tires for this customer satisfaction program will be the 205/65R15 Bridgestone RE 88NZ 94V, which is currently supplied to the Middle East. Tires are readily available and the customer satisfaction program will start immediately.

Sincerely,

R. J. Wyant
Division Vice President
Corporate Quality Assurance

# Firestone

50 Century Boulevard Nashville, TN 37214 Phone: 615-872-5000 Fax: 615-872-1599

February 1, 2001

Mr. Esam Hamed Al Mubarak Director General of Foreign Trade Dept. Ministry of Commerce PO Box 62774 Riyadh 11595 Kingdom of Saudi Arabia

Dear Mr. Al Mubarak:

This report is submitted by Firestone for the purpose of advising the Government of Saudi Arabia that Firestone will conduct a customer satisfaction program concerning a limited number of steel-belted radial tires. This customer satisfaction program will be administered through Ford and Lincoln Mercury Dealerships.

The customer satisfaction program is for the P205/65R15 Firehawk Touring LH 92H produced in 1998 and 1999. In Saudi Arabia it is estimated that there are 589 vehicles (2,945 original equipment tires) involved in this customer satisfaction program. In the other GCC countries there are 751 vehicles (3,755 original equipment tires) that will be involved in this program.

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Sincerely,

R. J. Wyant Division Vice President Corporate Quality Assurance

# Firestone

January 12, 2001

Mr. Lars Eif, ASFAD
Chief of Public Complaints, Recall Investigation
Transport Canada
330 Sparks Street
Ottawa, Ontario, Canada, K1A ONA

Re: GM/Firestone Campaign #01003

018-001

Dear Mr. Eif:

This Notice of Defect is submitted by Bridgestone/Firestone, Inc. ("Firestone") pursuant to the Motor Vehicle Safety Regulations Act and Regulations (Canada) for the purpose of advising Transport Canada that Firestone will conduct a voluntary safety recall concerning a limited number of steel-belted radial tires manufactured at its Cuernavaca, Mexico plant.

The recall involves the P265/70R16 Wilderness LE (both black sidewall and raised white letter tires) produced in DOT year 2000, week seventeen at the Cuernavaca, Mexico plant. The recalled tire serials are V672WL11700 (blackwall) and V672WL21700 (raised white letters). It is estimated that approximately 150 tires (or less than 2%) of the 8000 tires in size P265/70R16 Wilderness LE tires produced during the seventeenth week at Cuernavaca, Mexico may contain the defect.

The tire failure condition leading to the voluntary recall is tread belt separation. Tread belt separation may be evidenced by irregular wear, noise, or vibration. With continued operation, it may lead to complete separation of the tread/belt package from the tire carcass. However, the company is not aware of any claims for property damage or injury caused by the recalled tires.

As a result of analyzing a number of tires that had been returned after adjustment, it was discovered that there was a lack of adhesion between the wire and skim compound in the number 1 steel belt on three tires. On December 19, 2000 an investigation was begun centering on the manufacturing plant at Cuernavaca, Mexico to determine the cause and extent of the observed condition. On December 22, 2000 after examination of production records and the analysis of tires from the affected time period which remained in inventory, a determination was made that the lower adhesion in the belt area was the result of the unintentional inclusion of a small portion of non-specified

rubber material in the number 1 stabilizer belt (the steel belt closest to the tire carcass) and that these tires would be recalled. Further examination has confirmed that the misproduction was limited to tires produced on April 24, 2000, but that the entire serial week would be recalled.

The recalled P265/70R16 Wilderness LE tires are original equipment on model year 2000 GMC Yukon XL 1500 Series vehicles and were also offered as optional equipment on the model year 2000 Chevrolet Suburban 1500 Series vehicles. The tires may have been fitted on approximately 4700 vehicles that were manufactured at the General Motors assembly plant in Silao, Mexico during the months of April and May 2000 and sold primarily in the United States.

On January 5, 2001 after reviewing the VIN numbers supplied by GM, it was determined that approximately 173 affected vehicles have been sold in Canada. Additionally there may be other affected vehicles in Canadian dealership inventory.

Replacement tires are available immediately. Customers will be directed to their local General Motors Dealer for inspection of the tires on their vehicle. If affected, tires will be replaced at no charge to the customer.

Mailings of owner notification will be completed by January 23, 2001.

A bulletin describing the Firestone campaign was sent to General Motors Dealers on January 5, 2001. A bulletin addressed to Firestone retailers was sent on January 3, 2001.

Sincerely,

G. A. Cápehart

Government Liaison

Corporate Quality Assurance

aschart

CC: Mr. Jonathan White

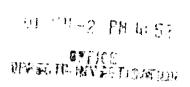
Division Chief Recall Analysis Division

National Highway Traffic Safety Administration

400 Seventh St., S.W.

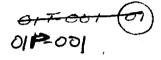
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January 2, 2001



Mr. Kenneth Weinstein
Associate Administrator for Safety Assurance
(NSA-01)
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, DC 20590

Dear Mr. Weinstein:

This report is submitted by Bridgestone/Firestone, Inc. ("Firestone") pursuant to Title 49 Part 573 of the Code of Federal Regulations for the purpose of advising the Agency that Firestone will conduct a voluntary safety recall concerning a limited number of steel-belted radial tires manufactured at Cuernavaca, Mexico.

The recall includes the P265/70R16 Wilderness LE (both black sidewall and raised white letter tires) produced in DOT year 2000, week seventeen at the Cuernavaca, Mexico plant. The recalled tire serials are V672WL11700 (blackwall) and V672WL21700 (raised white letters). It is estimated that approximately 150 tires (or less than 2%) of the 8000 tires in size P265/70R16 Wilderness LE tires produced during the seventeenth week at Cuernavaca, Mexico may contain the defect.

The tire failure condition leading to the voluntary recall is tread belt separation. Tread belt separation may be evidenced by irregular wear, noise, or vibration. With continued operation, it may lead to complete separation of the tread/belt package from the tire carcass. However, the company is not aware of any claims for property damage or injury caused by the recalled tires.

As a result of analyzing a number of tires that had been returned after adjustment, it was discovered that there was a lack of adhesion between the wire and skim compound in the number 1 steel belt on three tires. On December 19, 2000 an investigation was begun which centered on the manufacturing plant at Cuernavaca, Mexico to determine the cause and extent of the observed condition. On December 22, 2000 after examination of production records and the analysis of tires from the affected time period

which remained in inventory, a determination was made that the lower adhesion in the belt area was the result of the unintentional inclusion of a small portion of non-specified rubber material in the number 1 stabilizer belt (the steel belt closest to the tire carcass) and that these tires would be recalled. Further examination has confirmed that the misproduction was limited to tires produced on April 24, 2000, but that the entire serial week would be recalled.

The recalled P265/70R16 Wilderness LE tires are original equipment on model year 2000 Yukon XL 1500 Series vehicles and were also offered as optional equipment on the Chevrolet Suburban 1500 Series. The tires may have been fitted on approximately 1500 vehicles that were manufactured at the General Motors assembly plant in Silao, Mexico during the months of April and May 2000 and sold in the United States. Replacement tires are immediately available and the remedy program will involve the replacement of tires at no cost to the customer at either their local GM or Chevrolet dealer or by their local authorized participating Firestone retailer.

A proposed owner notification letter will be presented to the Office of Defects Investigation and the mailings of this notification will be completed by January 23, 2001.

In a related safety action, Firestone will be conducting a campaign in Mexico to capture approximately 500 of the recalled P265/70R16 Wilderness LE tires, which may have been released to the Mexican replacement tire market. While there is no evidence that any tires exhibiting the deficiency are in the Mexican market, Firestone is instituting an action to retrieve all P265/70R16 tires with the same DOT numbers as those recalled in the United States in the interest of safety. None of these tires in the Mexican market is linked to any personal injury or property damage claims, nor has the company received reports of any related warranty adjustments.

Sincerely,

R. J. Wyant

Division Vice President

af Wyant

Corporate Quality Assurance

CC: Mr. Jonathan White

Division Chief Recall Analysis Division

National Highway Traffic Safety Administration

400 Seventh St., S.W.

Washington, DC 20590



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#### MICHELIN NORTH AMERICA

ONE PARKWAY SOUTH - POST OFFICE BOX 19001 - GREENVILLE, SC 29602 - (864) 458-6099

STEPHEN M. PADULA

DIRECTOR - INDUSTRY STANDARDS AND GOVERNMENT REGULATIONS

> CERTIFIED MAIL 7099 3400 0004 9375 1243 RETURNED RECEIPT REQUESTED

April 12, 2001

Mr. Jonathan D. White, Chief Recall Analysis Division Office of Defects Investigation U.S. Depart of Transportation National Highway Traffic Safety Administration 400 Seventh St., SW Washington DC 20590

Dear Mr. White:

I am writing to confirm our telephone conversation of 10 April, 2001. Although notification is not required under the TREAD Act, we are providing the particulars of the Japanese truck tire recall announced by Michelin's Japanese company, Michelin Tire Sales Co. (MSTC), on April 11, 2001. As we discussed, these tires are not sold in the U.S. and are not identical or substantially similar to any other truck tires made or sold by Michelin in the U.S. All the proper authorities in Japan have been notified and affected dealers and customers are being contacted.

Number of tires: 55,000

Tires affected: 11R22.5 16 ply XJS, MAXI+, XJS4, XJW4, and XJD4

Production weeks: week of 1999 through and including the 30th week of 2000

Reason for the recall: Michelin discovered that a change in the design related to the steel cord used in the sidewalls reduced the tires ability to accept over-inflation and overloading which might result in a rupture of the sidewall leading to sudden air loss. As of today, there have been no injuries or accidents and only minor damage to a few vehicles has been reported.

Michelin Tire Sales Co., Ltd. (Michelin's Japanese company) is strongly recommending that all affected by this recall contact their tire dealers and have their tires replaced at no charge. MSTC has also set up a dedicated phone line to ensure immediate user and dealer support in the replacement process.

Again, we realize that it is not necessary for Michelin to make this notification. We simply feel it is best to communicate in these circumstances.

If you have any questions, don't hesitate to call me at (864) 458-4440.

Sincerely,

Michelin North America, Inc.

One Parkway South P.O. Box 19001

Greenville, South Carolina 29602-9001

Tel: 864/458-5000